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THE PICTURE ABOVE hung for uncounted years in the commissary of the Deep River Logging Company, Deep River, Washington. It is painted on a hand-planed board, by an old-time logger who once worked for the fabulous Dolbeer and Carson Company out of Eureka, California. The old logger is gone, the Dolbeer and Carson operation is gone, the Deep River Logging Company is gone, but the picture remains to portray with remarkable fidelity, the early days of western logging. The original Dolbeer spool donkey, the first in the woods, is shown pulling in a log with the chain used then, instead of a choker; the spool tender is carefully coiling the cable in a big circle; line horses wait to take the line (cable) back to the woods; choppers (fallers) on springboards are cutting the high stumps typical of the times; water barrels back of the donkey contain most of the day's boiler supply; the rollway into the pond is just exactly as it was built in those days. In this one scene the artist-logger has shown many aspects of early logging with an extremely conscientious eye. Too bad he remains unknown, for he has preserved the flavor of early logging in sympathetic and authentic detail.

The picture was taken while a guest of Mr. George Frey at the Deep River Camp in 1956 shortly before its abandonment.

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WOODS WORDS

A COMPREHENSIVE DICTIONARY OF LOGGERS TERMS

BY

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SCHOOL OF FORESTRY, OREGON STATE COLLEGE

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introduction

By Stewart Holbrook

The first American colonists were virtually obliged to invent words and terms to describe the unfamiliar landscape and weather, the strange flora and fauna confronting them, even the methods of survival in a savage wilderness. Survival for a majority of settlers consisted of making a clearing, primarily for agriculture, but it wasn't long before they were exporting clapboards and deals and masts. As early as 1631 settlers in present Maine had an authentic sawmill operating by water power. Lumber is thus as old an industry as we have in the United States.

In early times the felling of trees and the converting of logs into lumber was carried on by the same workmen. They all were called lumberers, whether they worked in the forest or the sawmill. Less than two centuries later, the industry found need to operate in two clearly marked divisions, and the professional logger appeared. He was the man who would work in the woods or at nothing at all. When he had cut the timber and delivered it to the logpond, he was done with it. Let the boys in the mill do what they would, he wanted no part of a sawmill. The logger merely paused briefly in the settlement, to get his teeth fixed as he put it, then returned to his own domain of the forest and began anew to let daylight into the swamp.

As time passed, the timber line steadily receded from the towns. The loggers became more and more isolated, and almost automatically they began to formulate a language, or at least an argot, that was distinctly their own. It was not only their very own, but it displays all the lively imagination, the syntactical ingenuity, the cynicism and bombast that is characteristic of most American speech as compared to English-English. Not even sawmill workers can understand more than a few words of it.

Once upon a time, so legend has it, an injured logger was brought to a hospital, which may have been in New Westminster, or maybe Snohomish, or perhaps it was Tillamook. In any case, the head nurse asked him how the accident had happened. "Nurse," said he, "It was this way: I was setting chokers on the candy side and was just hooking on to a big blue butt when the rigging slinger says to let her go. The hooker yelled *Hi!* to the punk, the punk jerked the wire, the puncher opened her wide, and . . . well, Nurse, here I am." This wasn't too clear to the nurse. "But," she said, "I don't understand." The logger sat up in his cot. "Damned if I do, either," he replied, "unless that haywire rigging slinger was crazy."

Until Walter McCulloch told me so, I had no idea this language of American loggers had grown to a vocabulary of some four thousand words and phrases. For a quarter of a century Mac has been collecting them. He came by a few, and a sparse few at that, by way of books, simply because there was, until now, nothing that could properly be called a loggers' dictionary. As a young logger himself, at work in western camps, he heard a good deal of timber talk. Later, as a forester, he picked up more words; and then, as the idea came to him of compiling a glossary, the hobby got so out of hand that he came to understand what Noah Webster meant when he cried aloud there was no end to the making of a lexicon.

Meanwhile, Forester McCulloch continued the career that has brought him to his present position. As head of the School of Forestry, Oregon State College, he has achieved a distinguished eminence, in or out of the woods. Many honors have come to him in the past, more still will be his in the future; but none, I choose to think, will more indelibly mark his name on time in the timber than as compiler of this astonishing pioneer lexicon of the logging camps. *McCulloch on Woods Words* is henceforth a standard reference. Some learned society should grant him a degree for the preservation of a language, while the least we can do, who have worn calked boots, is to assure him of a reserved seat in Valhalla, fair among the noted company of Joe Peavey, John Dolbeer, and Francois Andre Michaux, all pioneers in the Back Forties of North American timber.

Author's Preface

THE disappearance of the bear story from daily conversation marked a vital turning point in American history, a change from rugged frontier to soft city life. So with woods words. The specialized lingo of the logger marked the highball logging show and the hardcrusted character who bulled it into action. Woods talk has given way now to the small talk of the small town, as the old-time highball show fades in the Western forest. Its vocabulary will fade too, unless an effort is made to save it.

A speaker at the 1913 session of the Pacific Logging Congress suggested that somebody should write a dictionary of Western logging terms before it was too late. He complained that such one-time common words as samson and luff were already being forgotten. There still is no Western logging dictionary. Some books have contained short lists of woods words, mostly horse or river terms originally used in the Eastern woods, but there does not appear to be any extensive written record of words used in the big timber of the Northwest.

This collection represents an attempt to record some woods words before more are lost. The collecting began in 1919 with a small list of expressions used by tie-hacks in a horse camp. In later years, additions were made while working in cedar pole and short log camps of the interior country, and in the big steam railroad shows on the coast.

Lake States loggers tended to use New England methods and words. West Coast loggers, lacking experience in big timber, had to figure out new answers to new problems. They developed new ways of logging, new tools, and also new words to describe them. For example, jail hook for a hook from which a choker could not escape, and squirrel for a counterweight running up and down the spar tree.

In the days before radio, or good electric lights, or roads to town, or family camps, there was not much to do in remote logging camps after the day's work was done. So the men sat around and talked logging. They thought up new words to describe it just as naturally as cowboys thought up songs. A great deal of bunkhouse logging went on around the red-bellied stove, evenings and Sundays.

Loggers were busy men. In describing the pull of a donkey engine they didn't waste time with such complicated things as foot pounds of energy or brake horsepower. Snoose, that muscular chewing tobacco, said it all and said it better.

In assembling this collection, words to describe work and working tools were not at first collected; the list was limited to bunkhouse expressions such as hay burner (horse), or gut heater (slug of whiskey). Then it became apparent that the working words, once taken for granted as permanent, were beginning to disappear with the changing times and methods. Roader (long-haul donkey), is an example. So a fresh start was made, back to the mud and sweat of ox team days to get the sources of working words used in West Coast logging.

It seemed a good idea to ask retired loggers for the real flavor of the old terms. Unfortunately, this was not easy. Very few of the real old-timers are left. As they go, much of the legend and lingo of Northwest logging goes with them, unless some of it can be caught and set down on paper. Already, many words listed here bring back memories of men who will never see the woods again.

To try to root out all the words which rightly belong in this collection, loggers old and young all over the Northwest have been bothered for years, bunkhouses scrounged, old reports searched, flat rocks turned over, and every issue of *The B. C. Lumberman, The Lumberman,* and *The Timberman* checked. These three journals were a great help, as were all the Pacific Logging Congress proceedings, and the later Loggers Handbooks.

In Northwest woods talk there are several clear origins of the words used. One source had nothing to do with logging, it was merely a matter of convenience. In early days the loggers traded some with the Indians, and had to borrow a number of their words in order to do business because the sulky Indian wouldn't bother with English. Chinook jargon, widely used by the Coast tribes, was the source of such words as hiyu (much or many), and cultus (no good).

Other words came directly out of logging operations. First, are the holdovers from river driving and animal logging in New England and the Lake States. These were brought along by loggers migrating from the mid-West. Wanigan back there meant the camp boat or raft which followed down the river behind the drive; on the West Coast it retained its old meaning, and became, in addition, a float camp, towed from bay to bay by a tug or power boat. River driving was a passing phase of Northwest logging, and not many river terms stuck in woods talk. Whitewater man, complimentary term to an Eastern lumberjack, became, in the West, a derogatory name for a pond man clumsy on logs.

Bull team days provided another source of present day logging words. Skidroad is probably the best known example. (There's no such damn thing as skid row; see explanation under skidroad.) Animal logging was almost done by 1905, and the words connected with it began to die off. Few pine loggers today would know a wheel camp from a donkey camp. However, there are some interesting survivals from the animal logging days; for example, mule skinner has now become cat skinner, a tractor operator. As logging changes from the big virgin timber to the young stands, there will be a revival of horse logging and some of its words may stay.

Railroading gave many words to the logging game. The most boisterous era of Northwest logging was the age of steam, both donkeys and locies, in the big highball railroad camps. It was the time of big tough men in big tough logging. When Booth-Kelly's Mallets charged up the five per cent grade out of Wendling on a frosty morning with twenty skeleton cars barging along behind, there was a majesty of sight and sound the West Coast woods will never see again. Nor will logging ever be quite the same again. There are few remaining timber stands large enough to support a big railroad show, and young timber stands require light, flexible equipment which is no part of a railroad operation. So steam has faded rapidly from the forest. Cats and gas donkeys have chased steam pots out of the brush; and thousands of trucks and some diesel locomotives have cut the throat of steam engines. They are an extinct breed, and many old working words have gone with the steam. A logger quitting camp in 1958 does not count ties, he merely gets in his car and drives to town. A truck driver does not hang the throttle over the tank as in railroad logging days, he just steps on it. To a man brought up on steam railroading, and having worked on logging railroads in their prime, it is tough to see the steam engines disappear. They put a lot of words into the logging lingo, such as *in the clear* and *pull the pin.* As with many other woods terms these have passed into the daily use of men who never saw a logging camp.

Many woods words once common are now little used, and some still used have lost their early meaning. There are reasons why the logging language is falling off. As logging becomes more or less settled, family camps replace the old-time bachelors' bunkhouses, or busses or private cars take the homeguards back to their homes in the nearest town. And on the job, and going to and from work, the boys are more likely to talk about school bonds than about skidroad week ends in town. In either case, no bunkhouse logging goes on. Another point is that machines, rightly or wrongly, have taken away some of the pride of workmanship and interest in the job which once marked the logger. Not long ago an old-time faller said bitterly: "I used to be the best faller in this part of the country. Now I'm just flunkey to a stinking gas engine." This was his feeling about the change from handfalling to power saws—a mistake, sure, but the feeling is there. The old-timer whose work was an art is disappearing. During and after World War II a lot of men showed up in the Northwest woods who had never seen a tree before. They knew nothing of Washington Flyers, Oregon blocks, butt rigging, or springboards. They had no background of woods experience or woods talk, and when they replaced old-timers who did, they added little to loggers' language. Very few woods words have cropped up recently, though rocking chair money, for unemployment compensation, and hydramatic, *i.e.*, shiftless logger, are new.

The woods words collected here are mostly logging terms, though not entirely so. Loggers were in the woods first and used most of these words first. However, forestry is at last looked upon by loggers as something related to logging, and those forestry terms which have crept into loggers' conversation are included.

None of the words included is claimed to be the sole property of loggers. The ingenious logger borrowed from any place that fitted his needs and invented words where ready-made ones failed him. Some of his best products are either blasphemous or obscene, or both, and cannot be printed. Expressions peculiar to sawmill operations are not included, for they form a jargon all their own. Most technical forestry expressions are not used in the camps, and many purely mechanical terms are omitted for the same reason. Here and there, a little history has been added to the definition for clearer explanation. Old-time names for equipment are included, and some of them sound strange, for they are already forgotten in present day logging; gypsy, for example. Words now commonplace will one day be as dead as sniper, reflecting changes in woods work.

There will be differences of opinion over some definitions. This is to be expected, for there is no arbitrary authority. Many of the men from whom I got these terms, and even the very camps where I heard them, are now gone. So I can't defend them other than to say that every expression listed was well used at some time and place by loggers in the Northwest woods. Also, meanings were different in different places. What was dead right in one region might be dead wrong in the next. There are regional differences in terms, too, as between the Redwood Country, Oregon, Washington, and British Columbia, and between the interior pine camps and the coast fir camps. Because the words have been picked up everywhere from loggers for over a third of a century, and because the only authority for them is memory, likely there are mistakes here and there.

It has been a puzzle to know whether a term or word is still current. In many cases, some terms still apply in part and should be spoken of as in the present. Others were used only in the past and should be

spoken of as in the past. Generally, the decision has been based on what is mostly true now. The choice is based on personal observation and the advice of old-timers.

Each word is listed in alphabetical order; bull wheel, two words, comes before bulldozer, one word. The explanation of one woods term may involve a second, which will be found in its regular order. This is done to avoid cluttering up the first definition with a second definition. Occasionally this will require looking in two places for the full explanation of a term.

A job like this could not be done alone. All along I have had the finest help from many friends. Those who worked most closely with me include Clay Anderson, the Fleetwood Logging Company; Robert P. Conklin, the Cascades Plywood Corporation; Emanuel Fritz, "Mr. Redwood," now with the Foundation for American Resource Management; Rollie Howell, ex-logger now with the Oregon State Forestry Department; Ken Macdonald, the Sacramento Box and Lumber Company; Harold Olson, The Western Pine Association; and two older men who logged all the way from bull team through steam to diesel. Standing out sharply above the big loggers of their time were the late Faye Abrams of Booth-Kelly, and the late William Dyche of Algoma. They were most generous and I am greatly indebted to them for hours and hours of sharing their first-hand knowledge of the early days. Faye Abrams, Cliff Abrams, and Bob Conklin also checked the entire manuscript, and I am grateful for this additional kindness.

I could not list all who gave a hand, but the following contributed much help: Dick Berry, Floyd Blackburn, the late William Blackburn, Donald J. Brown, David C. Burwell, the late E. T. Clark, the late George F. Cornwall of the *Timberman,* Verle J. Counts, the late Herbert J. Cox, L. F. Cronemiller, W. A. Davies, Ralph G. DeMoisy, George L. Drake, Sherman Feiss, the late Ted P. Flynn, the late Colonel W. B. Greeley, E. F. Heacox, W. V. D. Hickerson, Curtis L. Hines, Stewart Holbrook, the late W. G. Howell, O. G. (Dad) Hughson, Edmond Jenkins, Alden H. Jones, Henry and William Ketchum, the late Robert Lambert, L. K. Mays, Merle Mosar, the late John Mottishaw, Kenneth Murdock, Charles E. Ogle, H. H. Ogle, H. R. Oglesby, J. E. O'Leary, H. R. Patterson, Robert C. Payette, J. K. Pearce, Dwight L. Phipps, T. H. Radcliffe, Elmer D. Rice, the late Nelson S. Rogers, William Ruhmann, the late J. J. Russell, J. E. Schroeder, Allen Smith, Edward P. Stamm, James Stevens, T. J. Starker, Robert Underwood, John A. Wahl, George D. Wardell, Merle West, Arch Whisnant, and the Willamette Iron and Steel Company. I am indebted to all of them.

Special thanks are due my wife, Margaret M. McCulloch, who accompanied me on innumerable rough trips all over the Northwest to hunt old loggers; and who patiently waited while a few words for the collection were sifted out of long afternoons or evenings of conversation. To her, in recollection of these word-foraging expeditions, the book is affectionately dedicated.

W. F. McCulloch
Corvallis, Oregon

A

A day late—An expression used around old time employment sharks' offices when the job was filled, no work available. In the old days when logging camps were almost all located out on the end of the company's railroad, a logger looking for work could not get out to camp as easily as he does today, and was forced to depend on the man sharks. Good roads have changed that picture.

A dollar short—Another employment shark term, meaning that the logger did not have the fee to pay for finding out which camp was looking for men.

A dose of hike—An order to get off the job.

A. F. L.—Lumber industry union; see L. S. W. U.

A-frame—a. An A-shaped framework of timbers used to support a block for loading logs. b. The same type of framework mounted on a raft and used for yarding logs to salt water along the British Columbia and Alaska coasts. A line from the donkey ran through a bull block hung at the top of the A. Long haul donkeys reached out as far as 3,000 feet from A-frames; not as tough a show as it sounds because it was almost always a down hill haul to the water. c. An early name for a logging arch.

A-frame show—a. A stand of timber close enough to the shore so that logs can be pulled into the water with an A-frame. b. A logging operation using an A-frame.

An axe with two heads—What the logger says the city man says is a double-bitted axe.

A raft of—A whole lot of anything. This one-time strictly logging term has come into very general use.

A shot in the brush—Description of early day methods of locating a logging railroad.

Abortion—A queer piece of machinery, a Rube Goldberg of some kind. Also a swear word used on any cranky machine, or one which breaks down.

According to Hoyle in the book of snags—This is the authority used by old timers in proving to a new man how a job should be done.

Accordion—A bucked log with a series of shallow shelves across the end, caused by poor bucking.

Ace in the hole—A hidden value of some kind; from stud poker, of course.

Admiralty shackle—A heavy shackle at the tail tree connecting the skyline to the stub line. See skyline stub.

Adverse—A grade on a logging road or railroad, against the movement of loaded logs.

Aerial roading—Hauling logs by tramway (or sometimes used to mean a skyline haul).

Aerial skidder—An old name for a skidder, particularly one made by the Washington Iron Works.

After-cut—A less-used term for back cut, the final cut made in falling a tree.

Against the lay—At a right angle to the lay of the wire rope (see lay).

Against the log—A logging road grade where the loads have to be hauled up hill.

Agitator—A guy who is always stirred up, or stirring up other people, usually for no good reason.

Air artist—A railroad engineer specially skilled in handling air brakes when taking heavy trains down severe grades. Careless use of the air could break the train in two, lose logs, or cause a wreck.

Air bunk—A patent log bunk with inside air pistons which raised or lowered the stakes on the ends of the bunks (on railroad cars).

Air tongs—Air operated loading tongs on the end of the boom on a shovel loader; very fast and flexible. Called earwig from resemblance to that insect.

Alabama wool—Cotton clothing, especially underwear.

Aladdin—A gas mantle lamp used in the days before portable light plants were common in logging camps.

Alaska pine—Western hemlock.

Alfarky—A mule or horse pack. In the old days, supplies were packed into some camps by animal. Also used to pack into fire camps. Unknown to latter day loggers and woodsmen; and many an old timer who has lost a rasslin' match with mules and alfarkies is also glad to forget the word.

Alibi day—Pay day in camp. This was the time when loggers suddenly developed toothache or thought up some other alibi which required a quick trip to town.

Alkali—Actually the white stuff which collects around the edges of dried up lakes and ponds in the dry belt. Applied to any white powdery stuff found in camp or in the woods.

Alky—Drinkable alcohol, source usually unknown, but sworn to be of the very highest quality.

All hands and the cook and the whiskey-jacks—Everybody turn out, big trouble coming up.

All his horsepower—Refers to a man who is giving the job all he's got.

Alley—The space between two pockets in a booming ground. A long, narrow float on which the swifter machine is placed.

American—a. An old time railroad log loader. b. A rod locie, either saddle tank or with usual tender. In many camps locie is spelled lokie, and in some instances lockie. To keep it consistent, locie is used in this collection wherever the word occurs.

Anchor cable—A short line used to tie down the ends of a donkey sled to prevent tipping up on a heavy pull.

Anchorage—Name given to the various lines and holds used to anchor down the end of a skyline.

Angledozer—A tractor with a centrally mounted bulldozer blade which can be angled to shove dirt to either side for better sidecasting.

Animal—a. A green hand in the woods. b. An ox or a horse in earlier logging days. On a level pull horses would haul on the average 1,000 board feet per animal down the skidroad.

Anti freeze—Any alcoholic drink.

Antigodlin'—Same as catty-corner; also used to mean any wandering from a straight path.

Antsy—The condition of having ants in the pants, being over-anxious to get going.

Ape—A rigging man (often called tame ape).

Apple-knocker—A part time logger, usually not very skilled at woods jobs.

Apron—a. A log deck directly below the gate of a splash dam on the downstream side; in making it, logs are laid parallel to the current, thus helping to slide the splashed logs clear, avoiding formation of a jam. b. A deck of piling built to hold a scow. The scow is floated over the apron at high water, settles on it as the tide goes out. Surface of the scow is then flush with the adjoining dock so that donkeys, locies, trucks, or other equipment can be loaded or unloaded at a beach camp.

Arab—A workman who wanders around on a job, always managing to be away when there's dirty or heavy work to be done.

Arch—A trailer to be pulled behind a tractor. The arch itself may be mounted on tracks similar to the tractor, or on very stout rubber tired wheels. Logs are snubbed up under the arch, front ends free of the ground to make skidding easier.

Arch cat—A tractor used to yard logs with an arch.

Arch hook—A two- or three-hole hook permitting several chokers to be attached on one line.

Arch line—A wire rope which is run over the arch and to which the chokers from the logs are attached.

Ark—A bunkhouse, particularly one on a raft in a floating camp.

Arkansas wedding cake—Corn bread.

Arkie—Native of Arkansas or neighboring states, green to the West Coast woods. Generally a traveler, less skilled than native loggers, but not always so.

Armored tit—Canned milk.

Armstrong method—Any work done by hand, not machine.

Around the Horn!—A cry used by hoisters and hookers to warn knot-bumpers and other men around the landing that a log is being turned end for end in the air while being loaded.

Artificial spar tree—One put up in place, not a natural tree (see raise a tree).

Artist—A man who can do any particular job very well, a peavey artist for example.

As full of ideas as a dog has fleas—Wise.

Ashdown hook—An open butt hook with a link on the bottom to which the haulback was attached. When the haulback was pulled, the eye

of the choker came off the hook, the log was released, and the butt rigging was free to go back to the woods. Used chiefly for clearing and chunking out; not satisfactory for yarding because the choker would release when trying to jockey around a hang-up.

Ask for time—To quit a job.

Asparagus—A bundle of small logs strapped together to make easier handling between woods and pulp mill. Especially useful when logs are towed, keeps them from spreading all over the river.

Asphalt logger—a. One who prefers town to the woods. b. One who makes big talk in town, small work on the job.

Association—a. An organization such as the Pacific Northwest Loggers, etc. b. An association of western timberland owners who have pooled their efforts to fight fires on members' lands or other lands contracted to the association.

Association fire—A forest fire on lands protected by the association, outside of, and not caused by, a logging operation. Costs of this kind of fire are paid by the association rather than an individual logger.

At the pond—A quotation price on logs delivered at the mill or loading pond.

Athey wheels—Logging trailers using endless treads similar to tractors; useful in soft or rough ground.

Auction—A kind of bluff in which various operators often bid up publicly owned stumpage higher than its real worth in order to stick the other fellow.

Ax—(See definitions under boy's, branding, broad, cedar, falling, Hudson's Bay, marking, swamping, wire.)

Ax 'er—To cut something loose in a hurry in order to avoid an accident.

Ax handle—a. The width of the back of a school marm's lap. b. A unit of measure shorter than a whoop and a holler.

Ax handle party—A fight using ax handles, clubs, or any other wooden weapon.

Axle grease—Butter.

Axman—a. An old name for a faller. The new name for some men calling themselves fallers today could not be printed. b. A swamper on a survey crew. c. A chute builder.

B

B and B gang—The bridge and building crew on a big logging railroad.

B-b flunkey—A waiter; definitely not a waitress.

B. C. fir—Douglas fir.

B. C. Rule—The official log rule of the Province of British Columbia. Established in 1909.

B. L. M.—The Bureau of Land Management, a division of the U. S. Department of the Interior which owns a lot of timber in western Oregon, the remnant of an old land grant to the Oregon and California Railroad.

Babe—Paul Bunyan's Blue Ox; by actual measurement he was forty-two ax handles and a Star tobacco box between the eyes.

Babbitt—Low melting point metal used to pour around the ends of wires, setting them in ferrules to make chokers. Also used to attach D's and other items to wire rope. Zinc makes a stronger fastening—babbitt may reduce the strength of the fastening to less than half the strength of the attached wire rope.

Back-around—A Y for turning trailers in the early days of truck logging before trailers were carried back to the woods on the truck.

Back block—An early name for tail block.

Back-breaker—a. A rough crummy or Casey Jones. b. A bough bed carelessly made with big branches.

Back corner—a. The far end of a logging operation; similar to "back forty" but not so far away. b. An angle where a tail block turns the haulback line around a corner.

Back country—a. The hindermost part of a logging show. b. Any distant place hard to reach. c. Uncut timber over the ridge and far away.

Back cut—In falling timber, the final cut put in a tree after the undercut has been completed.

Back drum—The donkey drum nearest the boiler on a steam rig, or next the engine on a gas or diesel rig.

Back 'er up—To cut the back side of a tree after the undercut has been put in.

Back forty—a. The back end of an operation and beyond. b. Any distant place. c. The ideal logging show you never find.

Back guy—The guy line which is back of the spar tree, opposite to the lead of the main line or skyline; hence it takes most of the pull in yarding logs.

Back his play—To back up a man.

Back line—A haulback.

Back rigger—A logger who rigs tail trees by hand, particularly when using twisters; also one who helps the second rigger rig up tail trees on a skidder or slackline.

Back rigging—Special rigging on the tail tree of some skidder systems, particularly to improve the tail hold.

Back scale—To deduct something from the scale or measurement of piece work done by a man or crew.

Back spar—A tail tree.

Back to camp—To go back to work after a shut down.

Backbone—a. The top of a ridge. b. The ridgepole of a tent or camp building. c. The bottom log or plank in the V of a log chute. d. Guts.

Backin' the breeze—A man so gabby he makes the wind blow backwards.

Backfire—A very tricky job in fighting forest fires; setting fire in front of the onrushing main blaze. Too often used by ignorant people with horrible results.

Backs up to the window for his paycheck—Does so little work he's ashamed to take the pay.

Bad order—Originally a railroad car in need of repairs; now used to mean anything in the camp which is broken or not in shape to work, either men or machines.

Bag boom—Logs enclosed by a circle of boom sticks, ready to be towed somewhere.

Bagley—A scraper pulled by a donkey engine; used on railroad cuts and fills before the days of bulldozers.

Bait—a. A good meal. To put away a bait means to eat a good meal. (The word wanigan, the traveling eating place on New England river drives, comes from the Indian word meaning "bait".) b. A block used for leverage in prying something.

Bait can—A lunch bucket.

Bake a cake—To get a good fire going in a locie or donkey engine.

Bakehead—A railroad fireman, in the days of steam locomotives. A common crack by conductors is: "After a man has fired so long he's baked all his brains out, they promote him to engineer."

Baker raft—A flat ocean-going raft with each log chained to a cross log which had a total of six logs chained behind it. A permanent frame enclosed the groups of cross logs and their tows.

Bald-headed—a. Butt rigging sent back to the woods without chokers. b. Tires worn smooth. c. Anything bare. d. To go at a job by main strength and ignorance, having no real savvy of how to do it.

Baldwin—A well known rod engine used on logging roads. Less familiar were the geared engines built by Baldwin, somewhat similar to the Climax.

Bale of hay—A very crude splice in wire rope made by a green logger; has jaggers sticking out on all sides.

Ball and chain—a. A wife. b. A job which a man wants to leave, but can't, for some reason.

Ballast—a. Gravel on which railroad ties are laid. b. Sub-grade rock on a logging road. c. Heavy articles on the bottom of a packsack. d. Heavy bread (but never mentioned in the hearing of the camp cook).

Ballast car—A center, side, or other type of dump car used to haul ballast on railroad logging shows.

'Ballin' the jack—Highballing, or making a fast run with a logging train. Not a good idea on many rough-tracked shows.

Ballix—Any kind of a messed-up situation.

Balloon—a. An old time logger's pack sack. b. A spark arrester for donkey or locie.

Balloon it—To pack up and leave camp.

Balloon Y—A balloon shaped track for turning engines.

Balm—A cottonwood tree.

Baloney—a. Very fat electric cable; heavily insulated, used to run power out to electric yarders. Some of these cables were about 3 inches thick. b. Also applied to a very big skyline.

Balsam—a. A name for several kinds of firs, used more in the East and in Canada than in the Northwest. b. Pitch from fir trees.

Banana belt—a. An easy show. b. An open winter, softer weather than usual.

Bank—To deck logs on a river bank, to be moved downstream on the spring freshet. b. To leave some dough with the saloonkeeper in order to stretch out a drunk a little longer.

Banking ground—More or less level ground beside a lake or river on which logs were banked or decked, to be floated out later on the drive; a rollway.

Bannock—A flat cake of breadstuff made in a frying pan in a woods camp. Usually so tough it is easier to eat the pan.

Baptist cone—A steel cone invented by William Baptist of Green Bay, Wisconsin; placed over the front of a log in ground yarding it helped to prevent hang-ups. Not much used in the Northwest.

Bar toad—Same as bar fly; a man who goes into a saloon and squats there like a toad on a rock.

Barb wire deal—A tough situation to handle.

Barber chair—a. A tree which is split up the trunk in falling, leaving the split portion on the stump, instead of breaking through cleanly to the undercut. b. The act of making a tree into a barber chair.

Barber pole—A tree which has grown with an extreme twist.

Bardon—A choker hook, also a butt hook.

Barefoot—a. A logger without his calks, wearing slick soled shoes. b. A truck driver who has to drive over dirt roads in wet weather.

Bark—a. The outside of anything. b. Bark on a log or tree. c. The sharp exhaust of a well-kept steam engine. d. To cut the bark off the under side of a log so it would skid more easily, in animal logging. e. To knock skin off, particularly on knuckles or shins.

Bark eater—a. a logger. b. A sawmill hand.

Bark hack—A chunk scalped out of the bark on a log, using an ax. This was an early method of marking logs before log brands were used.

Bark is slipping—Time to peel poles or pulpwood.

Bark mark—Same as bark hack.

Bark marker—The man who put a distinctive mark on the bark of logs to show company ownership; this was in the days before log brands.

Barked—A man who has lost his hair.

Barker—a. A bark peeler working in the woods peeling bark off poles or pulpwood. b. In the redwood country, one who peels bark from redwood logs before milling. c. A bark peeling tool or spud. d. A man who barked logs to make them ride better in the ox team days.

Barkie—A small pole sold with the bark on.

Barking bar—A spud, or tool for peeling bark.

Barking iron—A tool for taking bark off logs to make them skid more easily; a peeling spud.

Barleycorn sprints—Dysentery following a drunk.

Barn boss—The man in charge of the animals at a logging camp.

Barn boy—A stable tender; also used to mean the helper to the barn boss.

Barney—The power car on an inclined logging railroad.

Barney Oldfield—Any railroad engineer with a mania for speed.

Barnhart—An old time steam log loader.

Barnyard Bergmans—Rubber boots or other slick-soled shoes, as opposed to the old time loggers' favorite Bergman calked shoes.

Barrel—a. That part of a donkey drum on which the line is wound. The axle runs through the middle of the barrel, and the ends are flared out into flanges to hold the line in place. b. The swiveling center part of a fairlead. c. To drive fast.

Base line—The beginning line for a survey or timber cruise.

Basket—The hole in a socket into which melted zinc or babbitt is poured when placing various end attachments on a wire rope.

Basket hook—A butt hook which takes a Bardon type choker ferrule.

Bastard—Anything peculiar or off size in equipment around a logging camp.

Bastard fir—Douglas fir timber changing from red fir (young mature) to old growth (old mature). Both red and yellow type wood may be present in the same log.

Batten—To put a patch on something.

Battery—Two or more road engines spaced along a fore-and-aft road on a very long haul from the woods.

Bayonet top—A tree whose top was once broken out by snow or ice. A branch turning up sharply to make a new leader often looks like a bayonet attached to a rifle barrel.

Beach camp—A camp located at tidewater where supplies are unloaded for the inland camp of the operation. Also the beach camp houses the men who make up rafts of logs for towing to the mills.

Beachcomb—To prowl along the coast looking for lost logs.

Beads—Choker ferrules, the knobs on the end of choker wires.

Bean burner—A camp cook.

Bean can—A lunch bucket.

Beanery—Usually a cheap restaurant in the skidroad end of town.

Bear cat (also spelled bearcat)—a. An old time drag saw with two demountable wheels. b. Anything very good. Not to be confused with bare cat, which to an old time logger was something else, perhaps also very good, but very different, too.

Bear claw—A flat hook used as a choker hook at one time. Was not supposed to come unhooked when the line was slackened.

Bear oil—Any kind of shoe oil.

Bear hunter—A logger who would sooner talk about hunting bear, than work.

Bear sign—Blackberry jam, particularly if very seedy.

Bear story—Any kind of a tall story. Once the bear story was an important part of daily life in the woods, but bears, and bear hunters, and bear stories are all much scarcer nowadays.

Bear trap—a. A tricky situation. b. An old-time gate used to back up water when splashing logs down a river. c. A tangle of logs such that when the bucker makes a cut, one or more logs may roll and mash him.

Bear wallow—An untidy or dirty bunk.

Bearberry bark—Cascara bark. This is harvested throughout the West Coast woods, sold to crude drug houses.

Beard—The frayed-out whiskers made by loose, broken wires on a wire rope.

Bearing tree—A tree marked to identify a survey corner.

Beat himself out of a place at the table—Said of a man who had fathered a very large family.

Beat the throttle with a stick—An attempt to get more steam out of an engine.

Beater—A name used for a sledge or a maul.

Beaver—a. A clumsy axman. b. To chop or saw a rough uneven cut, as would be done by a green hand in the woods.

Beaver oil—a. Grease rendered out of a beaver when used on calk shoes was said to make them 200 per cent waterproof. b. A name for any oil lacking a better name.

Beavertail bar—A power saw bucking bar, wider on the outer end than on the motor end.

Becket hook—A swamp hook on the end of a short piece of line used instead of a strap to fasten a yarding block to a stump. Could be flipped off in a minute, and sometimes did, with great danger to any men working near the rigging.

Bed down—a. Used as an order, it means quit stirring around, settle down. b. To make an overnight visit. c. To move a bed roll into camp with the intention of staying.

Bed ground—a. Where men off shift on a forest fire camp go to sleep, away from the main center of camp activity. b. Also means a broken down bunk house not much better than the wide outdoors.

Bedmaker—Just that. An old codger too gimped up to log any more, hired as a kind of bull cook to keep beds and bunkhouses in order.

Bedroll—In the old days this was a roll of bedding carried by the logger from job to job. Now that camps supply bedding it is applied to sleeping bags used in woods work, on fires, cruising camps, etc.

Beetle—a. Any one of a large number of insects which attack trees, particularly the western pine beetle, *Dendroctonus*. In the pine country there is a ditty which goes like this:

Oh see the dendroctonus beetle
He dwells in the bark of the pine
He lives on the pitch
The son of a so-and-so
And he's harder to kill than a lion.

This was originally a Yale drinking song, composed by Al Powers, according to Colonel W. B. Greeley. b. A baby tractor used in trail work or other very light woods jobs.

Behind the cat—A choker setter on a cat side, a tractor yarding job, is said to be working behind the cat. This is actually true since the chokers are fastened to the back end of the cat.

Bell—The socket which slides back and forth on the choker wire between the two nubbins. The nubbin is socketed into the bell to make a circle around the log.

Belly—a. The middle of anything. b. A slack in a cable.

Belly ache—a. Transmission trouble in a truck or a tractor. b. A complaint or gripe.

Belly guy—A guy line fastened to a spar tree about half way up.

Belly pads—Hotcakes.

Belly-robber—a. A cheap-skate employer. b. A poor cook.

Belly up—a. Finished; like dead salmon floating belly up in the coastal streams. b. An invitation to shove up to a table, in other words, "come and get it."

Belly wash—a. Thin camp soup, or poor coffee. b. Another word for baloney.

Bench mark—A survey reference point, loosely used to mean a starting point for most anything.

Bend the iron—To throw a switch on the railroad.

Benson hook—An old time choker hook.

Benson raft—A sea-going log raft first built by Simon Benson on the Columbia River in 1906. Rafts were towed from northern logging centers to sawmills down the California coast. They were built in a cradle, cigar-shaped, and very heavily chained to resist storms. From 120 to 160 tons of chains might be used in making a raft up to 52 feet wide, and 1,000 feet long. As late as 1942 logs were towed in Benson rafts from the Columbia River to San Diego.

Bent—One row of piling or timbers making up the supporting framework of a bridge.

Better-steamer—A heavy iron bar illegally used by a locie fireman to jam through the spark arrester screen. The big hole he made would permit the engine to steam better, and sparks to escape better.

Between the rock and the river—No place to go to get out of a fix.

Bible pounder—a. A street corner evangelist wasting his time giving it a try on the skidroad. b. A holy roller or other religious fanatic making himself a nuisance in camp.

Bicycle—A skyline carriage, running on an overhead cable between head tree and tail tree.

Big blue butt—A fine, large log.

Big breeze—a. A blabbermouthed guy. b. A helicopter (now being used to seed cutover lands).

Big casino—The head man; foreman.

Big eddy—An old name for the Portland skidroad; don't know why unless it was that once a man got in he couldn't get out—until all his money was gone.

Big hole—a. The low gear on a truck or donkey. b. To work a steam engine at full power, with the Johnson bar in the last notch.

Big hole the air—To make an emergency stop with the air brakes, letting the air escape from the biggest hole in the valve, thus applying brakes very sharply and powerfully.

Big shot—a. The head of a logging outfit. b. An extra heavy charge of dynamite.

Big square—For purposes of figuring the faller's pay when he is falling on the square, that is, by piece work on a square foot basis, the area of the stump is counted as a four-sided square around the stump. This is a much bigger area than that of the actual circle of the stump inside such a square, and gives the faller quite an advantage. See government square.

Big tyee—Same as brass; the company's head man, or the logging superintendent.

Big wheel—The main squeeze or boss.

Big wheels—Various types of two-wheeled log-haulers used in the pine country to bring logs from woods to landing or to mill. Diameters ranged from 8 to 12 feet. See slip tongue and stinger tongue.

Bigger than a skinned horse—Large.

Bigger than Erickson's bar—Anything too big to be measured by any other means. Erickson's bar at Second and Burnside in Portland's skidroad was known as the biggest bar in the world. Actually there were three bars in Erickson's. Fritz, another big time saloonkeeper on the skidroad had two bars, and so did Blazier.

Bight—As used in logging, an angle or bay, or sag in a wire rope. When stretched tight, the bight flattens out, with disastrous results for anything in the way. See in the bight.

Billy goat—a. A small starting motor used on a big diesel engine. b. A gas burner with coils used to get up enough steam to pump cold oil for starting fire in an oil-burning donkey; a kind of oil superheater.

Biltmore—A stick used by cruisers in estimating height and diameter of trees. Developed by the Biltmore Forest School.

Bind—a. To get a saw stuck in falling or bucking by the sides of the cut pinching in; it is relieved by driving in wedges. b. To get a long log stuck in the sharp curve of a flume.

Binder—a. A wire rope or chain around logs on a truck or car to prevent the load from spilling. Also called wrapper. b. An iron handle or short stick used to get a purchase in tightening a binding chain or line. c. A stick or short pole used for the same purpose as the iron handle.

Binding chain—A light chain used to bind logs on a truck; or around small pulpwood bundles for rafting.

Bindle stiff—a. A man who carries his belongings in a bedroll. b. A logger on the move with his pack. c. A bum. This expression is usually written bundle stiff by reporters and others, but the stiffs themselves called it bindle.

Birch hook—A small hook like a hay fork, used for handling small timbers.

Bird cage—a. A screened shelter to keep meat cool. b. A spark arrester. c. To misuse a wire rope, kinking it so the strands open out giving a bird cage effect.

Birds—A number of most unusual birds appear frequently in loggers' yarns. See fillyloo, hop-skip, and whingety-whong-whang-whoo birds.

Birdseye tenderloin—Ox meat showing the marks of the bullwhacker's goad stick.

Birl—To roll logs in the water; a great sport at loggers' meetings. Two men wearing calked shoes ride a short cranky log, trying to shake each other off by sharp spins, sudden turns of direction, or change of pace.

Biscuit—The flat chunk of wood taken out in an undercut made with a power saw.

Biscuit-shooter—A waitress.

Bitch—a. A miserable deal, a lousy set-up. b. A skidder hook. c. Anything contrary, hence a female, especially assorted hard characters. d. To complain bitterly.

Bitch chain—A short, heavy chain used to tie down the butt end of a gin pole.

Bitch hook—A type of lock hook used in the rigging.

Bitch link—A link wider at one end than the other. A chain can be pulled through the opening and then when a link is turned sideways and shoved into the narrow slot, the chain is locked. In ground lead days the eyes of chokers were threaded on a chain which was then closed with a bitch link and the chokers were sent back out to the choker setters.

Bitch strap—Two eyes brought together with a strawline hook, used in place of a molle, to connect straw line sections, or the strawline to the haulback.

Bitched—Undone. Similar to botched in parlor talk, but with the added meaning of being completely busted.

Bite itself—A wire rope crowding onto the donkey drum under the tension of a long pull creates a severe strain, wears the strands, and where they cross, is said to bite itself.

Black gang—a. Loggers salvaging timber that has been killed by fire so recently that it is still covered with charcoal. b. In earlier times in the redwood country, felled timber was burned to get rid of the bark, and the same name applied to the crew.

Black logs—Burned timber.

Black one—In forest surveys, a coarse measurement; opposed to a pink one, or very fine adjustment.

Blackjack—A dangerous tool to work with.

Blanket—a. A measure of cold weather, as a two-blanket night, six-blanket night, etc. b. A tough hotcake, but mentioned only beyond cleaver-throwing range of the cook.

Blanket busted—A man who has lost everything on a bet, including his bedroll.

Blanket drawers—Long handled underwear about of the same itchiness and same thickness as a horse blanket.

Blanket squad—A new crew coming in to camp in the old days, each man carrying his blankets.

Blaze—a. A marker for the boundary of a forest property, a survey line, a trail, a cutting strip, or other purpose; made by chipping bark off a tree with an ax. b. To make a blaze.

Blind conk—Hidden decay in a tree, where the tell-tale outside part of the fungus has itself decayed and fallen off. This causes a great deal of trouble for timber cruisers.

Blind shot—A dynamite shot which fails to go off.

Blister end—The handle of a shovel, ax, or other hand tool.

Block—a. What non-loggers call a pulley. There are many varieties, generally named for the job, or for the line which passes through them. Most common blocks are: bull, corner, fall, haulback, loading, main line, pass line, skyline, snatch, squirrel, swing line, tail, Tommy Moore, transfer, traveling, yarding, etc. Blocks are described under these names. b. To arrange the blocks in rigging or moving equipment. c. To secure a loaded log by using small chunks of wood (cheese blocks). d. To use a fulcrum in prying (a logger would call it a bait).

Block-and-a-half—A series of blocks rigged up especially when moving a donkey, giving the advantage of one block plus the power of the main line.

Block and fall—A block and the line leading from it to which the power is applied.

Block and fall tackle—Another name for the heel tackle used to tighten the skyline on a skidder show, or other tightline system.

Block car—A small railroad car bearing three large sheaves which made up a huge flat block extending clear across the car. It was moved up and down grade in the bight of the line in one type of logging railroad incline. See Sessom's system.

Block cut—a. In power saw falling, a cut made to take out the block which forms the undercut. b. To cut a piece of timber in blocks or staggered settings.

Block cutting—A stand of timber which has been clear cut leaving alternate blocks uncut. Also known as a staggered setting.

Block heel—A block type heel on a calked shoe, used mostly by climbers to keep spurs from sliding back off the heel.

Block out—a. To change the yarding blocks to get logs around stumps or rocks; or to change the blocks to move anything to one side. b. To set aside, as to set out a seed area, or to lay out a patch of timber for logging.

Blocker—In early ground lead days, a man who stood by and watched that the blocks did not foul at turns in the road.

Blocking—Chunks of wood used to hold up something; chunks under a log when bucking.

Blonde bound—Held up by a woman; an excuse for being late on the job.

Blow a doughnut—When the throttle is quickly opened on a standing steam engine on a frosty morning it will sometimes spit out a per-

fect smoke ring, which keeps its doughnut shape for maybe 100 feet above the engine.

Blow for the push—The blow the donkey engine signals calling the foreman to come to the woods, trouble of some kind.

Blow its top—Knocking the top out of a tree to be used as a spar, by placing a circle of dynamite around the trunk at the point where it is to be cut off. This is frowned on during fire season because of the sparks showered down by the blast.

Blow up—A fire which suddenly blazes up, jumps control lines, takes off across country.

Blowdown—a. A tree or stand of timber which has been blown down by the wind. b. An area on which blowdown has occurred.

Blue butt—A large pine butt, usually a sinker. Sometimes also applied to other trees, fir or redwood particularly.

Blue it—To spoil anything.

Blue one—A big anything.

Blue ribbon side—The highball side, the best working unit in camp.

Blue stain—Discoloration in the sapwood of pine. At one time this was thought to be a serious defect, now is used for premium interior finish.

Blue top—A survey stake on a fill, the top to be flush with the finished grade. Generally colored with blue keel.

Blunt his ax—To take a fall out of a man.

Board foot—A measure of sawtimber and sawlogs; 1,000 board feet is the usual basis for buying and selling timber. In pulpwood the cord or cubic foot is more commonly used.

Board hole—A hole cut by fallers in the butt of a tree to set in a spring board.

Board iron—A metal dog or shoe to be used on the end of a springboard, to fasten the board into the notch cut in the tree by the faller.

Board up a tree—To make several successively higher springboard holes in a tree until a satisfactory spot is found for the falling operation, above swell butt, pitch, school marm or other obstacle to sawing. Before the days of power saws trees were sometimes boarded up 20 feet high, thus wasting much valuable wood in the stump. One of the most extraordinary jobs of boarding up a tree was done by George Wasson, a long time Weyerhaeuser employee, who boarded up to 186 feet with two springboards, and topped the tree at that point.

Boarding car—A cookshack on wheels, the original mulligan.

Boar's nest—a. An untidy bunkhouse. b. A pile of trash.

Bob—a. A detached railroad truck, just four wheels and a bunk, used for hauling long logs. b. To cut something off short. c. To yard logs with cat only, no arch.

Bob cat—A cat being used to yard logs without an arch.

Bob tail—A six-wheel truck used for log hauling without a trailer.

Bobber—A deadhead, a log sunk on one end, the other bobbing up and down in the water.

Body wood—Clear, straight-grained wood cut between clumps of knots on the main stem of a tree. Much preferred by bull cooks who cut

wood for camp stoves, and by wood bucks who cut fuel for steam donkeys and locies. One old time logger complained that on his show more clear No. 1 logs went into boilers than into the booms.

Bogged down—Caught on a dirt road when the fall rains start.

Bohemia boom—The boom on a shovel loader developed by Faye Stewart of Bohemia Lumber Company. It has outriggers on each side against which a log can be heeled. This permits loader to be close to truck, and the truck can be loaded over the side.

Bohunk—A foreigner, mostly applied to loggers from central Europe; not meant in any kindly sense.

Bohunk lingo—Any kind of talk not clearly understood.

Boil up—a. To wash clothes by boiling them. b. To brew tea. c. To arrive in a big hurry.

Boiled shirt—Town clothes.

Boiler—A poor steam engine or a poor cook.

Boiler compound—Any medicine taken inside.

Boiling dishwater—A measure of cold. Open the cabin door, throw out a pan of boiling dishwater. If it freezes solid before it hits the ground, it's real cold.

Bolt—A chunk of wood split or cut off a larger piece or off a log. Small thin slabs cut off bolts were generally used to make small forest products such as shakes or shingles.

Bolt maker—A man who makes shake or shingle bolts.

Bone butcher—The company doctor.

Bone yard—A rip track, or storage place for equipment or machinery waiting to be scrapped.

Bonus—More than one log being yarded in with one choker.

Book—The book the hooker wishes he had so he could look for an answer when he gets in a jam.

Boom—a. A raft of logs or a loose bag of logs in the water. b. A string of boom sticks used to guide logs into a pocket. c. A pole or timber or metal arm sticking out from a machine, for example, the boom on a loading machine.

Boom auger—A very large auger used to bore big holes in logs used as boom sticks, to permit the passage of the boom chain toggle.

Boom boat—A short, rounded, very powerful small boat used to herd logs around a boom or pond, break jackpots, assist in towing, etc. Also called bulldozer boat.

Boom boss—Foreman of any of the various jobs where booms are used, in rivers, sorting pockets, etc.

Boom cat—A boom man, particularly one who is very catty on logs.

Boom chain—A chain used in booming logs together for towing. It is equipped with a toggle so it can be slipped readily into or out of boom sticks. The return of boom chains to logging camps is an important business for coastal freight boats.

Boom company—An outfit that owns a headworks on a river, and for a fee, sorts out logs coming down river to various owners.

Boom pin—A wooden plug which is bunged into the hole of a boom stick to keep the chain from working loose.

Boom poke—A man who works on a boom or raft.

Boom stick—A very long log used to contain logs in booming; large holes bored in both ends of the boom sticks permit any number of them to be hooked together.

Boom stick car—A skeleton car at least 60 feet between the bunks to carry long boom sticks.

Boom strap—A short length of cable which holds a loading boom to a spar tree.

Boomage—a. A charge made for catching in a boom and sorting by ownership the logs coming down a river from different camps. b. A booming ground and all its works.

Boomer—a. The mountain beaver, a rodent about the size of a muskrat, living mostly in the Coast Range. It forages a great deal on freshly planted or other young coniferous trees, and is a real menace to forestry. b. Originally a tramp railroader, moving from job to job; now applied to loggers who shift between camps, in contrast to the homeguards who stay put.

Booth-Kelly cold shut—A loop of wire used to make a temporary link; a kind of Molly Hogan.

Borers—a. The worms of wood destroying beetles, more properly known as larvae, very destructive in firekilled timber. b. Teredoes, ship worms, critters that riddle a raft of logs in salt water in no time at all.

Boss logger—a. Woods superintendent. b. A top hand, the best man in the crew.

Bosun's chair—A sling seat used to haul the rigger up a spar tree.

Bottle butt—Swell butt; very rapid taper on a butt log.

Bottle hook—Wired to the neck of an oil bottle, this hook is used to hang the bottle on a tree or a stump. The oil is generally kerosene, and is used by fallers to free the saw from pitch when falling a pitchy tree.

Bough bed—The tenderfoot wonders how any bed could be so hard to sleep on, not knowing how to make it. Most greenhorns just cut branches and paw around till they flatten out. The right way is to make a bed-size frame of 8-inch logs. Then cut twigs 10 or 12 inches long, and stand them on end, densely packed, with a slight lean to the head of the bed. Continue stacking the little twigs, working down toward the foot of the bed. When finished, unroll the bedroll from the foot toward the head of the bead. A lot of work, but worth it. A bed like this has real spring, will last a long time.

Bouse block—A small yarder block, built with a stout yoke to which a heavy hook is attached by a link. It can be opened on one side to lay in a line.

Bow-and-arrow—An Indian.

Bow-back—A man who is stooped (often from the result of an accident).

Bow his back—To refuse to do a job.

Bow saw—a. A hand saw with blade tightly stretched between the ends of a bow-shaped steel frame. Used widely in Europe and in the eastern U. S. in place of a cross cut saw. b. A chain saw running around a bow instead of a solid bar; used mainly in small pulpwood stands.

Bow up—To get mad, turn mean, refuse to do a job.

Bowleg—The wishbone frame of an arch, bowed up over the two tracks.

Bowleg loader—A loading jammer squatting over the tracks on hydraulic jacks or cribwork.

Box—The water-carrying trough of a flume, supported by the trestle; also one section of the flume, usually 6 to 20 feet long.

Box canyon—A steep-sided dead end rock canyon. A logger foolishly wearing thick rubber soled boots instead of calks once fell off a plank spanning a mile deep box canyon, was still bouncing five days later, finally had to be shot to prevent him from starving to death.

Boxing glove—a. An old style choker hook, named from its shape. b. Counterweight on the crankshaft of a Climax locomotive.

Boy—Any male not yet old enough for a wheel chair.

Boy's ax—A small or light ax; also used as a term of contempt for any tool too small to do a job properly.

Bracket guy line—A short guy from the spar tree to a bracket on a McLean type loading boom. Similar to nose guy.

Brail—a. One section of a flat log raft enclosed by boom sticks. b. To place logs end to end in a long flat raft or boom.

Brainless wonder—Any man who figures he is a lot smarter than the men with whom he works.

Brains—a. The head man, the boss, the owner. b. A term sneeringly applied to conductors on log trains—all the brakemen figure they know his business better than he does.

Brake hickey—A club for setting brakes on logging cars. Leverage is obtained by shoving the club through spokes on the brake wheel.

Brakie—A brakeman.

Brand—A log mark used to identify one operator's logs when several companies dump in one stream. To avoid confusion log brands are registered, and the variety of marks, and combinations of letters used, run into the thousands. A bulletin, Michigan Log Marks, shows several hundred brands, and names the companies, some of them now in the Northwest.

Branding ax—An ax used to stamp company brands into logs.

Branding man—A log marker.

Break—The edge of a draw or canyon; the slope of a hill, or mountain, where it changes grade sharply.

Break a jackpot—To grab hold of a stuck log in a pile, reef on it and throw logs every which way, breaking the pile-up (and if the log did not give, breaking the rigging).

Break a rollway—To shove a deck of logs off a rollway into the river for driving.

Break cut—In bucking, a cut made to cut out a break in a log.

Break out—a. To get a stuck log out of a hang up. b. To open up a road which has been closed by snow or slide. c. To start up an operation after a shut down.

Breakage—The loss of merchantable logs due to breaks in falling on rocks, stumps, or other logs. Sometimes the very weight of the tree

itself will cause a break; more often poor falling is the cause. With the high cost of stumpage, it pays to take extra precautions to prevent breakage, and in some cases a line is run from the upper part of a tree to a cat on the uphill side, to fall the tree against its natural lean to save the breaks which would occur if it made the long arc down hill.

Breaks—Broken pieces of logs not long enough for most sawmills, but re-logged, chiefly for pulp.

Breast—The cutting side of a crosscut saw.

Breast line—a. A strap placed around the base of a spar tree about to be raised, when the tree is too big to handle by tie-up lines alone. b. A snub.

Breast log—A heavy log at the edge of the landing; see brow log.

Breastwork log—See sheer skid.

Breed—a. A donkey, usually on a pole road between the yarder and the swing. Sometimes called a half-breed. b. Short for half-breed, half Indian, half white.

Briar—a. A falling or bucking saw. b. A small bucksaw.

Bridle—a. A short line connecting the spreader bar to the fall blocks in crotch-line loading. b. A hook-up using two chokers to get around a very large log when one is not big enough for the job. c. In the old days of animal skidding, a rope wrapped around a log to act as a brake on a downhill haul. d. To extend the tail hold for a skyline among a number of stumps, where the ground is such that one or two stumps would not give a safe hold.

Bridle iron—A flat plate with a big hole in the middle, bolted to both the outside and inside of a donkey sled. A cable could be passed through the hole bored through the sled log, for use in tieing down the donkey and in moving it. The heavy plate prevents cutting the sides of the holes. Called sled plate in some camps.

Bridle man—He followed logs down the skid road and looked after the gear.

Broadax—A large-headed ax beveled only on one side, used in hewing ties and in squaring off bridge timbers.

Broadcast burn—a. An area completely covered by a slash fire. b. To set fire to a slash with intent to burn the dangerous fuels to reduce hazard before the next fire season. In earlier days too many slash fires were set too soon, burned too hot, and hurt reforestation. With better protection available today it is possible to reduce the amount of slash burning and to do it better.

Broke—Strictly speaking this should be "braked," but it sounds peculiar to say "I once braked . . ." so most ex-brakemen say "I once broke for such-and-such company."

Broom tail—A horse.

Broomed—The end of a log brushed out like a crude broom from being banged on the rocks during a river drive.

Brow log—A big log parallel to the road or track, placed so as to protect trucks and cars during loading and unloading at landings and log dumps. It takes the bump of logs accidentally dropped or swung out of control. Not generally used at truck landings in operation only a short time, but always at log dumps.

Brow skid—Especially in the days when logs were loaded by rolling them on cars off a rollway, a large log was placed on top of the rollway next to, and parallel, the track. This was the brow skid. It prevented logs from rolling out of control down on to the track.

Brown's Bay bonus—A method of bonus payments for higher production used in some Washington camps at one time. The woods crew was paid a flat rate for a set standard of production, with the bonus applied on a per thousand basis for all footage logged above the standard.

Brush—a. Any kind of growing stuff other than trees. b. According to hardboiled old highball loggers anything less than three feet in diameter is brush, not worth logging.

Brush ape—Logger.

Brush buster—a. Any tractor. b. A cat with a special plow to rip out brush before planting non-forested areas. c. A man so badly scared by a bear that he runs blindly cross-country through the brush without knowing where he's going.

Brush cat—Logger.

Brush disposal—Getting rid of slash hazard on a logging operation in the pine country.

Brush monkey—a. A logger. b. A timber cruiser. c. In the California pine country, a brush piler.

Brush out—a. To clear a line for a survey party. b. To clear a right-of-way for a road. c. To clear off an area.

Brush pile—a. A miserable mess of small timber "not fitten to log." b. Actually a pile of brush heaped up in the pine country to be burned later. Often the brush is piled and burned for 100 feet or more along the main roads on a pine logging operation to make fire breaks.

Brush piler—a. A man who does odd jobs around an operation; from brush piling, which needs mostly a strong back. b. A bulldozer equipped with heavy teeth on the blade to pick up brush, letting dirt fall through.

Brush rabbit—A choker setter.

Brush rake—Teeth added to a bulldozer for brush piling.

Brush wren—A wife in the woods.

Bubble cuffer—A log birler.

Buck—a. To cut trees into logs. b. To rebel.

Buck fever—Actually means to get stage fright and be afraid to fire at a deer. Also means a man who gets frightened at the thought of work: very lazy.

Buck for grade—To cut a tree into *various* log lengths to produce the greatest quantity of high grade material, as opposed to butchering the tree into *equal* lengths regardless of grade. The average log value may be raised considerably by careful attention to grade.

Buck teeth—Heavy teeth welded to the bottom of a bulldozer blade for use in chunking out a road, land clearing, or brush piling.

Buckbrush—A doggone nuisance when cruising timber or running a line or hunting for corner posts. Any kind of brush for which a better name is lacking.

Bucked—Logs cut up in the woods; mostly called felled and bucked.

Bucker—A man who cuts felled trees into log lengths.

Bucker's break—A crack in a log caused by poor bucking.

Bucker's coupling—A log which has not been completely cut from the next log; also called brush coupling and other terms.

Bucket of mud—A mixture of asbestos paste used to form a plug when pouring hot lead or babbitt around the frayed end of a cable when putting a new cable in a yarder drum.

Bucking bar—A power saw to be used by one man, no handle or stinger on the end. It can be stuck into a log head on, is not limited to cross-cutting.

Bucking prop—A limb or chunk used to hold up a log so it will not bind the saw when bucking.

Buckle—To bend under a strain. This is what the buckle guys on a spar tree are supposed to prevent.

Buckle guy—A guy line attached to the middle of a spar tree to reduce the amount of give when pulling a heavy load; same as belly guy.

Buckskin—a. A peeled log. b. An old bark-free snag, or a windfall.

Buckwheat show—a. Easy logging. b. A poor logging outfit made up of greenhorns.

Buckwheater—A green hand, newcomer to the woods.

Buffaloed—Scared out, as when a man with good cards is bluffed out in a poker game.

Bug—a. An electric switch used by the whistle punk for blowing signals. b. An insect. c. A crude lantern made by punching a hole in the side of a can and ramming a candle through it.

Bug chaser—a. A vermin remover, once a very useful man around old time camps. b. One of the earliest loggers' terms for a forester.

Bug kill—A patch of timber killed by insects.

Bug picker—An early three-wheeled tractor used in the pine country.

Bug tree—A tree infested with insects, usually bark beetles. Term used particularly in the western pine country.

Buggin'—The overall job of cutting, peeling, and disposing of beetle-killed trees.

Buggy—a. The carriage on a skyline logging system. b. The condition of most beds in most flophouses along the skidroad.

Buggy bell—A choker hook.

Buggy line—The line used to haul in a skidder carriage in the days before the slack-pulling system was invented.

Bugs—a. Any kind of insect or its larvae (worms) which kill trees or bore in the wood. b. Troubles with a job or machine.

Bulkhead—a. A heavy fence at the back of the cab to protect the driver of a log truck. b. A heavy fence at the end of a railroad log car used on an incline to prevent logs from sliding off when being lowered down the hill.

Bull—a. A polite form of a longer term expressing disbelief. b. Idle talk. c. In front of an endless number of other words means big, strong, etc., as bull donkey. d. The old reliable ox used to skid logs in the bull team days. According to Stewart Holbrook the bull "was

changed from harness to hamburger when the steam donkey appeared in the woods."

Bull block—Originally a large mouthed block wide enough to permit the butt rigging to pull through in ground lead days; now applied to the main line lead block in high lead yarding.

Bull buck—The boss of the fallers and buckers; also called bull bucker.

Bull car—A big flat car for moving donkey engines.

Bull chain—A heavy chain wrapped around a log to act as a brake when skidding logs down a steep hill with animals; a sort of rough lock.

Bull choker—An extra heavy choker used to move a specially big log, or to fight out of a hang-up.

Bull chokerman—A cheap rigging slinger, paid a few cents an hour more than the rest of the crew to set the pace among the choker setters.

Bull cook—a. A man who puts in firewood, makes beds, does odd jobs around camp. A roustabout, descended from the "lobby hog" of New England logging camps. b. To do odd jobs.

Bull cooking machine—A cat rigged up to do odd jobs around the operation.

Bull donkey—A very large donkey, especially one used for lowering loaded cars down an incline railroad. Also an early name for any donkey in the days when they first replaced bull teams. Some of the roaders known as bull donkeys had drums six feet or wider.

Bull dozer—See bulldozer.

Bull gang—a. A rig-up crew. b. A road building or repairing crew, or any other crew bulling through a job by main strength rather than by machine.

Bull gang hooker—Foreman in charge of a rig-up crew.

Bull head—A logger who won't.

Bull hook—a. An old time heavy, open choker hook. Not satisfactory, chokers were always falling out. b. A skidding hook used on skylines. c. A big hook once used on the butt rigging in some skyline systems.

Bull it through—To complete a job by main strength and awkwardness.

Bull line—a. The main line on a high lead show. b. A heavy cable attaching the butt rigging to a winch on the back of a cat yarding with an arch.

Bull loading hook—An old style large heavy loading tong.

Bull logging—Skidding logs with ox teams. The earliest known use of bulls on the coast was in the vicinity of the Albion River in Mendocino County, California, in the 1850's. At that time the logs were cut into short lengths and were rolled, not skidded, to the landing.

Bull moose—a. A large anything. b. The push, or head man on a logging show.

Bull of the woods—a. A big man, a tough hombre. b. A boss logger, superintendent, or logging manager. c. A top hand.

Bull pen—a. A pen into which unsorted logs are dumped. They are sorted from the pen through a gap into the pockets before making up a boom. b. Any large room where men gather. c. Sleeping quarters. d. The recreation room at camp.

Bull point—A rock drill.

Bull puncher—A man who drove ox teams in the early days when logging was done with bulls.

Bull "stick"—a. A steel bar for punching holes under stumps so dynamite or powder can be placed where wanted. b. A dead top sticking up in a tree particularly after part of the top has been broken out. A side sucker branch on a tree. c. A tool used in splicing wire rope.

Bull teamster—Same as bull puncher, most of the time, but also used to mean a man who freighted with bulls.

Bull tunnel—This rare remnant of the bull team days was cut in soft rock so the teams could skid logs to the Columbia without a long detour around a point of rock. O. G. (Dad) Hughson said he talked to Malcolm McFarland who built the tunnel one day in 1896 when McFarland was bringing through a turn of fine yellow fir logs behind his prized yoke of 7 bulls, not oxen. Dug in the 1880's the tunnel is still in repair and may be seen without getting out of the car on U. S. 30 a short distance east of Westport, Oregon. After the bull team days the tunnel was used by a logging railroad. Another such tunnel was built near South Slough in the Coos Bay country by Liam Noble, in the early days of logging in that area.

Bull whacker—Same as bull puncher.

Bull wheel—A large-toothed gear wheel, usually applied to the biggest one on a donkey.

Bulldog—a. A large hungry horsefly; so called from the size of bite. Experienced bulldogs will bite a piece out of a logger then fly up on a branch and sit there nibbling on the chunk in full view of the angry victim. They generally prefer loggers to horses. b. One make of railroad logging truck.

Bulldoze—a. To have a man buffaloed. b. To operate a bulldozer, to use it on any job. c. To knock the top off a rock with a mud shot. d. To ram through a job.

Bulldozer—a. A large, heavy blade attached to the front of a tractor for digging road, grading, clearing brush, rolling logs, moving dirt, rooting out rocks, plowing snow, doing tricks, or what have you. The blade is hydraulic or winch operated. Called dozer for short. b. A tractor equipped with a bulldozer blade. There is practically nothing that a skilled cat skinner cannot do with a bulldozer. Credit for the first one belongs to Ted P. Flynn, for many years with the Forest Service in Portland. In 1924, in Ted's own words, "Without funds, blacksmith Joe Meadows and myself built a counterbalanced hand lift angle blade bulldozer using a worn horse grader blade and scrap metal, and attached it to a little Cletrac tractor. It was very good for side casting and moved as much material as three teams of horses with fresh shoes. Got the idea from watching the little Cletrac pulling a small grader behind, trying to open a new road up to Mt. Adams on a very steep hillside." Some outstanding improvements in the bulldozer were brought about by Ed Stamm of Crown Zellerbach, who adapted the road-building bulldozer to logging use. George Drake, then of the Simpson Logging Company, and Bill Dyche of the Algoma Lumber Company also modified bulldozers for woods work.

Bulldozer boat—Same as boom boat.

Bulldozer groundman—An odd jobs helper, assisting the cat skinner in road construction and similar work.

Bulls—Loosely used to mean oxen in many cases.

Bullseye fairleader—A fairleader built to insure a perfect lead at all times. This type of cable guide swiveled so as to permit the line to run free at almost any angle.

Bummer—A low-wheeled cart for carrying logs. One type tried out in the pine country was self-loading, had a cross boom and a fairlead. It was the forerunner of the arch.

Bump—To take a job away from a man who has less seniority. At first a railroad term, it is now used widely in the woods and lumber plants. At times of layoff, there is a good deal of jockeying to find a secure position and the younger men get bumped.

Bumper—a. A heavy spring device clamped on the mainline ahead of the carriage to act as a stop and prevent the carriage from ramming into the heel tackle or the spar tree. This has been replaced by a heavy rubber tire hung on the skyline. The tire is also used on some types of loading rig-up. b. Another name for a brow skid.

Bumper shackle—A heavy shackle used to keep the carriage fended off the heel tackle on a skidder show in the days before old tires were common in the woods.

Bunch—a. A turn of logs; one load of logs ready to be pulled into the landing. b. To get logs together at a given point; usually to yard them to a road where a big road cat can take them to the landing.

Bunch the job—To quit suddenly.

Bunch up—a. To collect logs together at one point. b. Using locomotive air brakes alone, to bunch up log cars tightly behind the engine. This reduces strain on the couplers and drawbars when applying brakes on the entire train, may prevent a wreck.

Buncher—A man who skids logs to a gathering place.

Bunching hand line—A light line used to pick up a number of chokers on a skidder show, getting them ready for the next trip of the carriage. Actually a portable extension of the skidding line.

Bunching team—A team of horses used in the pine country to skid logs to a central point where they would be picked up by the big wheels.

Bundle—To tie small logs together with straps for ease in handling, particularly when booming.

Bundle rafts—Loose rafts made up of little logs put together in "asparagus" bundles.

Bundle-toting—Carrying a bedroll from camp to camp in the days before logging companies provided bedding. Said of a man looking for work.

Bung starter—A light hammer.

Bunion—A burl or other swollen growth on a tree or log.

Bunk—a. A bed. b. A crosspiece of heavy metal on which logs rest on car or truck. Many patent bunks were developed for railroad cars. Among the best known were Hercules, Russell, Turtle-back, Knife-edge. c. To place logs against the bunk when loading.

Bunk block—A steel wedge which holds logs on a bunk. Better known as a cheese block or chock.

Bunk-bound—a. A logger who won't get out of bed. b. Logs loaded so heavily on one side that the bunk rubs on the frame and can't turn when going around curves, making the truck hard to steer.

Bunk chain—A chain running through the bunk to pull bunk blocks together and tighten the chocks against the bunk logs.

Bunk hook—A stake attached to the end of the bunk to hold logs on cars.

Bunk load—One big log making the load; or one row of logs making the load, all touching the bunk.

Bunk lock—A pin or other device to hold the bunk straight across the frame while loading.

Bunk log—Any log next to the bunk; the bottom course in loading a car or truck.

Bunked long—Logs loaded with a considerable overhang beyond the bunk.

Bunked short—Logs just barely reaching over the bunk.

Bunkhouse—The loggers' home, where they bunk down, keep their gear. More, faster, bigger, better logging goes on in the bunkhouse than is ever seen in the woods. In earlier days the bunkhouse heard some fantastic yarns concerned with what went on during the last trip to the skidroad in town.

Bunkhouse fable—Bragging and big talk about the last trip to town.

Bunkhouse lawyer—A man who thinks he knows all the rules and insists on getting his share and then some.

Bunkhouse logger—One who talks more than he works.

Bureau—A scaling bureau: Columbia River Log Scaling and Grading Bureau, or Puget Sound, Grays Harbor, or other scaling bureau.

Bureau scale—Log scale as measured by a bureau scaler; accepted as standard by buyer and seller.

Burl—a. A swelling on a trunk of a tree, usually near the base, but not always so. b. Same as birl.

Burlap show—A poor logging outfit; a haywire show.

Burn—a. A burned over area such as the Tillamook Burn. b. To set a slash fire. c. To allow a line to rub a stump, tree, or other object to change the direction of pull.

Burn a stump—To pass the main line around a stump to swing the nose of a donkey sled.

Burn daylight—To waste time, not getting work done.

Burner—a. A portable backfiring torch. b. A welder. c. A person who sets fire with the idea of destroying a forest.

Burnside roses—Doughnuts (no one knows the reason for this term).

Burnsider—A down-and-outer hired as a last resort from the Burnside street skidroad area in Portland; often a wino.

Burrs—a. Small pieces of frayed wire on a cable. b. Chunks of metal mashed off the striking surface of a sledge or wedge.

Burton—A method of rigging blocks and lines for additional pulling power.

Bush—The forest, the back country, as used in Canadian camps.

Bush butt hook—One of the old time hooks used on the butt rigging.

A heavy circle of iron like a doughnut slid up and down the shank of the hook to lock in the eyes of chokers attached to it.

Bush tail rat—a. Another name for a pack rat. b. A man who is always collecting junk.

Bushed—a. Done in. b. Lost in the woods.

Bushel—a. To fall, or buck, or do other woods jobs by piece work rather than by day wage. b. To accept a piece rate job or a small contract.

Bushel hungry—Fallers or buckers wanting to cut more timber per day.

Busheler—A logger working at piece rates, or a small contractor, not yet a gypo.

Busheler's enemy—The scaler who measures what the busheler cuts, and hence determines how much he gets paid.

Bushwhacker—A man who will do you dirt; not to be trusted.

Business end—a. The motor end of a power saw. b. The engine end of a train. c. The hind end of a wasp, or mule. d. The most important part of any machine.

Bust a gut—a. To break a belly guy on a spar tree. b. To break the middle wrapper on a load of logs. c. To make a great effort.

Butt—a. The bottom of a tree. b. The stump end of a log.

Butt chain—a. A short chain used at one time in place of chokers. b. A chain used between the butt rigging and chokers on a cat show.

Butt chain block—In ground lead days, this was a short heavy block up to 20 inches in diameter, with a wide open throat which permitted the butt chain to pull through. Old timers said it would pass everything but the log. Known also as a Tommy Moore block. Often it was placed on a stump 75 to 100 feet ahead of the donkey. A fairlead was then maintained back to the donkey regardless of lead into the butt chain block.

Butt chain block tender—A logger whose job it was to unhook the chokers, pass the butt rigging through the throat of the butt chain block, then couple on the chokers again on the donkey side of the block. This permitted logs to be dragged right up to the landing.

Butt chain head block—Same as butt chain block.

Butt chain lead block—Same as butt chain block.

Butt cut—a. The bottom log in a felled tree. b. The cut which severs the bottom log from other logs above it. c. To cut off a side-winder or blowdown from the stump or butt end.

Butt hook—The heavy hook on the butt rigging to which the chokers are attached. The early rigging butt hook was shaped like a fish hook without the barb, and the chokers often fell out. Many changes were made, as loggers experimented with a positive lock hook. At present the butt hook is built like a socket into which the ferrule or knob of the choker is seated. Among butt hooks currently used are the Bardon-Wirkkala, and McGovern. The first butt hook was used on the trace, connecting this part of a horse's harness by a small chain to the single tree. The butt hook was unhooked and the chains left on the single trees when unharnessing at night.

Butt line—An old name for the tag line, or short line connecting the skidding tongs to the butt rigging. See tag line.

Butt log—The bottom log in a tree.

Butt plate—A heavy steel plate used in making up the butt rigging in some systems of logging. The main line, haulback, and butt hook all tied into the butt plate.

Butt rigging—a. A system of swivels and clevises connecting the haulback and main line, and to which chokers are fastened. b. Short lines between the chokers and the main line.

Butt rot—Decay in the base of a tree, forcing the bucker to cut off the lower part of the bottom log.

Butt team—The pair of animals next the logs, when skidding with more than one team.

Butt the skid—a. In animal skidding, to bump into either side of a skid with a log, missing the center where the skid was cut down or saddled, to take the log. This butting would knock the skid loose and tear up the skidroad. b. From the above, to upset a job by some stupid move.

Butte—Something less than a mountain; more widely used in the pine country than in the fir. Just to confuse the issue, some good-sized mountains are also called buttes.

Butterfly hook—A choker hook used on skidders. The butterfly was a lock which could be opened or closed to fasten in the choker; it was operated by a push button on a spring.

Button—An iron clamp placed on a skidding line as a stop for the swivel of the slack pulling line. The position of the button determined how much slack could be pulled.

Buy 'er—To leave or throw away equipment or logs or almost anything else.

Buzzard hook—A self-locking choker hook used on skidders.

By the book—To do a job strictly by rule instead of using horse sense.

By the inch—a. To work at piece rates as in busheling. b. The way overtime pay is earned.

C

"C" hair—A unit of measurement used in forest surveys.

"C" splice—A quick splice carelessly made, not meant for a heavy pull.

C.I.O.—Lumber industry union; see I.W.A.

Cabbage stack—A locie with a big round spark arrester on the smokestack.

Cabin car—Another name for caboose.

Cabin fever—a. When a man lives too long alone, sticks too much to his own cabin, he gets to talking to himself; this is cabin fever. b. Also applied to a small crew working away from other people; men get on each other's nerves after a long period.

Cable cutter—A tool for cutting wire rope as when cutting out a bad break in a cable, making chokers, etc.

Cable locomotive—See walking Dudley.

Cable road—An incline logging railroad.

Cable saver—A donkey built by the Puget Sound Iron and Steel Works. A heavy idler wheel riding on the drum was supposed to keep the cable perfectly spooled, saving wear.

Cable tram—A cableway system of carrying logs; a tramway.

Cable way—Any of the many systems of logging using wire rope—high lead, etc. Often used to mean only a skidder set-up.

Cableway machine—An early name for a skidder.

Cableway skidder—While this term would apply to any brand of skidder, it was used mostly to mean a Lidgerwood.

Caboose—a. As on mainline railroads, this meant a car for the train crew to ride in; also on logging roads it was used to haul freight, equipment, stores, etc. b. At times used to mean bunkhouse. c. The back end of anything.

Caboose hop—A train consisting of engine and caboose only.

Caked up—Drunk on extracts more properly used in baking cakes (in prohibition times).

California white pine—At different times and in different places, this name was given to western white pine, sugar pine, and western yellow pine.

Calks—Short, heavy spikes in the soles and heels of woods shoes to give sure footing on logs. Known everywhere as "corks." Come in different lengths for different kinds of work.

Camera—A jeering term applied to a transit by those who are not engineers.

Camp—a. The woods headquarters of a logging company. In the old days, camps were numbered Camp 1, Camp 2, etc., as the location followed the cutting of the timber. b. Camp also describes the temporary housing for crews such as fire camp, cruising camp. c. A company, or a complete logging outfit.

Camp helper—A bull cook.

Camp inspector—A tramp logger who moved from job to job so rapidly that he was never in one place long enough to do more than look at it. On a bet, an Oregon logger once worked in 30 different camps in 31 days, and lost, because the other man worked in 31.

Camp lawyer—The worst arguer in camp.

Camp louse—Bull cook, handyman, chore boy.

Camp push—The resident superintendent or woods boss.

Camp robber—A Canada jay. Follows men around in the woods, bumming lunch, will grab any food left unwatched for a second.

Camp run—A basis for selling all the logs produced by a camp, without sorting them for grade.

Can opener artist—A poor cook.

Canadian eye—A rolled eye splice, done in a hurry.

Canadian peaker—A term used in the Klamath country to mean the top log in a load. Why not just plain peaker is not known.

Canary—A long rod hooked at one end, used in reaching under a log to pull the eye of the choker through. Also used in the pine country to pull a chain or cable under a load of logs.

Candy—Anything especially fancy or well-rigged.

Candy kid—a. The boss' favorite. b. A mama's boy.

Candy side—The side, or operating unit, which has the best timber or best logging conditions.

Candy wagon—a. A camp commissary. b. A crew truck.

Canned cow—Tinned milk.

Canned heat—The filthy, poisonous drink obtained by squeezing gelatinized alcohol through a sock.

Cannon—While loading logs by crosshaul, when one fouled up the works and slid on to the load endways, it was said to be a cannon.

Canopy—a. The cab over a cat, or the rock guard over the cab of a dump truck. b. The crowns of trees.

Cant—a. To turn a log. b. To make something lean to one side.

Can't cut 'er—Said of a man who does not savvy the job, or is not strong enough to do it.

Cant dog—A short, stubby peavey.

Can't hack 'er—Same as can't cut 'er.

Cant hook—A stout pole with a swinging hook on the side and two teeth on the end. Used mostly on landings for turning and rolling logs.

Cant hook man—A logger working on a rollway.

Can't make 'er—A line too short to reach, or a job that can't be done.

Can't scratch a match on his pants—A man too miserly to buy a new pair, wears the old ones so paper thin he doesn't dare light a match on them.

Canter—A cant hook man. He rolled logs on the landings mostly, but also worked any other place where there was cant hook work to be done.

Canting hook—A large, open hook used to turn logs, to roll them over, to yard in wood logs, and do other odd jobs.

Canucker—A logger from north of the border.

Canyon carriage—A skidder carriage with a specially rigged slack puller to lower the chokers into a deep canyon.

Capering clothes—Clothes to wear to a blowout in town.

Capstan spool—A spool on a donkey used to pull a line, not to hold it, as on a drum. The cable was wound several wraps around the capstan and then led off into a coiled pile, as a rule. A capstan might also be used to power an endless cable.

Capstan donkey—The early vertical spool donkey. See Dolbeer.

Car camp—A railroad logging camp, fast disappearing. See railroad camp.

Car frog—A heavy steel device shaped somewhat like a humpbacked turtle; has grooves to guide car wheels back on the track when derailed. In use it is spiked to the ties just ahead of the wheel, and the car is then pulled forward, forcing the wheel to climb up the frog and onto the rail.

Car knocker—An inspector and repairman of railroad cars. Due to the rough treatment of logging cars, he was kept plenty busy in most camps.

Car line—A light line used to pull railroad cars into position for loading logs.

Car-mounted unit—Both yarding and loading engines mounted on one railroad car instead of on sleds.

Car replacer—Same as car frog.

Car spotter—A small drum on a skidder from which a line is run out to pull empty cars into position to load.

Car stake—A short pole stuck upright in the pocket of a flat car to hold logs or piling.

Car tinkerer—Somewhat like a car whacker, but more of a repairman, less an inspector.

Car toad—Same as car knocker.

Car whacker—Same as car knocker.

Carbide—One of the many names for bad coffee.

Card room—A place for woodsmen and other homeless men to gather when in town; usually a lunch counter and beer go along with the gaming tables.

Cargo—To prepare a load for pack horse shipment.

Carriage—a. A two-wheeled device which rides back and forth on the skyline in both yarding and loading. Various blocks and lines hang beneath the carriage. In operation it is raised so as to carry the logs free of the ground most of the time. Skidder carriages complete with sheaves may weigh as much as 2,200 pounds. Skyline carriages may go over 1,500 pounds. There are various sizes and shapes; often V shaped on slacklines, L shaped on tight line systems. b. The log carrier on a tramway system.

Carriage line—A skyline.

Carrier—A carriage on a skyline or tramway.

Carry blankets—To move from one camp to another.

Carrying line—A skyline.

Casey Jones—a. A locie engineer. b. A gas speeder, or rail motor car. c. A speeder operator.

Cast-off hook—A hook used in handling logs on a tramway. It could be tripped to release the logs very quickly.

Cat—a. A tractor; originally short for Caterpillar and at first used to mean this make only. Now often used to mean any make of tractor. A cat with a single front wheel for steering, and with rear wheels based on tracks, was used in log hauling in 1912. The development of the cat for yarding logs did not come from the companies but from the loggers themselves. b. An easy dame. c. A cougar or bobcat.

Cat bummer—A log carrier mounted on endless treads, pulled behind a cat. The head ends of the logs rested on the bummer, hind ends dragged the ground.

Cat doctor—A tractor mechanic.

Cat face—A scar caused by a fire, or by other injury to the trunk of a tree.

Cat hook—A hook used on the arch line when yarding logs; it has a fish-tailed end to prevent the chokers from falling out when coming back to the woods empty, or from slipping off when the line is slacked.

Cat hooker—Not actually a hooktender though sometimes called one; the head man of a two- or three-man crew setting chokers behind a cat, paid a little more than the choker setters to keep his eye on the operation.

Cat log—To log a piece of timber using a tractor.

Cat man—A logger who knows how, with a cat, either in operating or repairing it. Often used as a term of praise.

Cat road—The wide path beat out by tractors in yarding logs.

Cat show—a. A piece of timber which can be logged by tractors. b. A logging operation using tractors instead of high lead or other cable system. At times it was reasonable to log a cat show with donkeys, but it never made sense to log a donkey show with cats.

Cat skinner—A tractor operator, the modern version of a mule skinner or bull whacker. Sometimes called a dozerman, particularly if doing a lot of dirt moving.

Cat track—The endless tread on which tractors ride.

Cat trail—A lane cleared around a fire, or cleared to cut off a slash area, by a bulldozer.

Catawampus—Antigodlin', or out of line, or off the track.

Catch-as-catch-can—A system of mating used by alley cats and old time loggers, according to one of the latter.

Catch basin—A small reservoir along the line of a flume where logs can be stored temporarily when loggers bring in more logs than a flume can handle. Also used to feed in more water in dry spells.

Cat's ass—a. The snarl which results when a choker slips off a log and cinches up tight. b. A closed choker hook which has slid down the choker until it cannot be unhooked. c. A round scar on a tree trunk

almost completely healed over. d. A knot which has been pulled into a line, particularly a full 360 degree kink.

Cat's paw—a. A non-slipping knot used on a steel cable. b. A line run through an eye and tied back on itself to make a quick join; a poor way to fasten the end of one line to the eye of another. c. A greenhorn's attempt at splicing a wire rope.

Catty—a. Fast on the feet. b. An expert in logging jobs. c. A donkey quick and easy to handle; a good steamer.

Cedar ax—A light single-bitted ax.

Cedar fever—An itch sometimes affecting men working with western red cedar logs or poles. There was also a cedar asthma, attributed to the dust around cedar lumber and shingle mills.

Cedar savage—A logger working in a cedar pole camp, or for a shingle bolt outfit.

Center—An island of logs jammed up in mid-stream during a drive.

Center roller—A three-sheave line roller used on inclines. It had two outer sheaves tapered to guide the line into a trough made by a lower center sheave.

Chain—a. A unit of measurement used in land surveys: 66 feet long. Five chains equals one 'tally," the standard measure of distance used by all old time timber cruisers, land lookers, and loggers. b. The flexible saw used on a power saw. From the type of cutting bit, different names are given to these chains, as chisel, chipper, hoe, J, Oregon, pine, etc. c. To measure distance on a survey.

Chain plate—Same as bridle iron. Also called sled chain plate.

Chain saw—A power saw run by gas or electricity as a rule, though at one time compressed air was tried. The teeth are set singly on a flexible chain similar to a big bicycle chain. This runs around a long oval bar. An electric chain power saw was tried in the Coos Bay country of Oregon as early as 1913; steam or air chain power saws were proposed as early as 1910. See power saw.

Chain swifter—A light chain used to tie a log raft together.

Chain tender—a. An early name for head rigger, at a time when butt chains were used instead of butt rigging. b. An early name for hook-tender in the redwood country. He did not handle the chains directly, but supervised the crews who did.

Chainer—Another name for the dogger in the horse skidding days; he helped get the turns ready for skidding.

Chair—Part of the tree trunk left on the stump as a result of the tree falling before the back cut was through far enough to make a clean break between stump and butt log.

Chance—A logging operation, or show.

Change ends—a. To reverse a wire rope so as to equalize areas of heavy wear. b. To move a donkey from one end of the landing to another. c. To swing a log around in the air end for end, when loading, so as to get a better lay on truck or car. d. To take a fall out of a man. e. To move donkey to the other end of the landing in order to yard a fresh area, in days of ground lead yarding.

Change road—To move rigging in order to yard logs from the next unlogged area in the felled and bucked timber.

Changing line—The line used in setting up rigging for a new road in skidder logging; a transfer line.

Chase—To hook or unhook logs at the landing.

Chaser—a. In the early days of ground lead yarding the chaser followed or chased the logs from the woods to the landing to see that they did not hang up en route, to replace chokers which were always falling out of the open choker hooks used in those days, and to open and close yarding blocks, allowing the butt rigging and log to pass by. b. Now the chaser mostly unhooks the chokers from logs at the landing. Sometimes the name is given to a loader.

Cheater—a. Timekeeper. b. Scaler.

Cheat stick—A stick used by a log scaler in determining log contents; known as cheat stick only when used by the other party to a sale of logs.

Check—A crack in a log or tree.

Cheechako—A greenhorn.

Cheek plates—The steel plates enclosing the sheave or wheel of a logging block (pulley).

Cheese block—A triangular wood or metal block placed on top of a bunk to bear against the under side of a loaded log, to prevent it from rocking.

Cherry picker—A light loading machine for picking up logs lost along a railroad or truck road; also used in prelogging and relogging to some extent.

Chicken—Any bird found in the woods between the size of robins and eagles.

Chicken crap outfit—A poor show, no place for a good logger to work.

Chin-whiskered—A kind of a farmer's set-up; not a highball logging outfit.

China boy—A Chinese logger, at one time quite common in B. C. camps. One boss China boy would contract to put out logs, and did all the bargaining for the whole crew. They had their own quarters, did their own cooking, worked on their own piece of ground, did not mix with the other loggers at all.

China house—The combined cookshack and bunkhouse used by a crew of Chinese loggers.

Cinch rope—A line used to tighten up the heel tackle on a skidder system.

Chinook—a. A kind of mixed-up dialect used by several Indian tribes and early white men in the Pacific Northwest. Old time loggers all knew some Chinook. b. A warm winter wind which can turn ten-below-zero weather into rain overnight. c. A logging donkey once made by the Puget Sound Iron and Steel Works.

Chipping their teeth—Said of a group of men sitting around the bunkhouse doing a great deal of talking.

Chippy trick—A dirty trick; one in which much more was received in the way of bad luck than was bargained for.

Chittam—The cascara tree or its bark. At one time it was collected by a few old time loggers on Sundays off. Now the professional bark gatherers have it pretty well cleaned up. The name is also used as chittem, chittum, chittern, and other variations.

Chock—a. A wedge-shaped block at either end of a bunk to prevent loaded logs from rolling off a car or truck. b. A block of any kind to prevent something from rolling.

Choke—To pass a line around a log or other object and pull it tight.

Choke-bore pants—Breeches worn by dudes in the woods and much sneered at by loggers.

Choke-bored—A thin man, or a long-legged skinny man.

Chokem—Cheese.

Choker—A short steel cable with a ferrule on each end. One end sockets into the butt hook; the other end is circled around a log and then sockets into the choker hook which runs on the choker cable. When the choker is pulled the loose circle quickly cinches up tight like a necktie, "choking" the log as it is pulled toward the landing.

Choker gun—A tool for pulling the end of the choker under a log; a shovel used for the same purpose.

Choker hole—A small hole blasted or dug under a log so the choker can be passed under the log, getting it ready to yard.

Choker hook—Loggers have probably spent as much time working on choker hooks as on any other kind of logging gear. The idea is to find a way of hooking a choker cable to the main line quickly and easily; to keep it hooked while the logs are being yarded to the landing; and then to be able to unhook it quickly. To begin with an eye splice was dropped over an open hook on the butt rigging, or a hook on the choker was hung on a ring on the main line. Both of these could be hooked on quickly and would fall off just as quickly. Then various kinds of partly closed hooks were tried: the jail hook (couldn't get out of it), the butterfly and other latch hooks, and so on. All had some drawbacks and have been replaced by the present choker hook which is not a hook at all but a socket which slides up and down a short wire rope, the choker. The "hook" is slotted to take the ferrule of the choker which can be stuck into the socket readily. It has to be turned at a right angle to release, so rarely loses a log in ordinary yarding. At different times the following choker hooks were in use in West Coast woods: Ashdown, Bardon, boxing glove, butterfly, Dennison, jail, latch, Peters, Wirkkala, as well as others.

Choker setter—On a logging crew, the next step above the beginning job of whistle punk. The choker setter puts the wire choker around logs to be yarded. Sometimes he is called a rigging man, sometimes a rigging slinger.

Chokerman—A man who sets chokers.

Chokerman's brute—A kind of sickness; used to describe any illness not otherwise known or named.

Choking limit—On an incline, the steepness of grade beyond which it becomes necessary to choke or chain the logs on cars to prevent sliding off—generally about 35 per cent.

Chop—a. To cut trees or logs or limbs, etc. b. In the redwood country, to fall trees.

Chopper—A faller, in the redwood country. Not used in the pine or fir country, but used in Maine as early as 1850.

Chopping board—A springboard on which fallers stand. See springboard.

Chopping boss—A foreman of fallers and buckers in the redwood country; bullbuck.

Chopping ground knots—Hitting the ground with the ax, instead of the tree.

Chopping platform—A staging used instead of a springboard to provide a working place when falling big timber.

Chore boy—A young bull cook.

Chow dog—A man with a face full of bristly whiskers.

Chuck—a. Food. b. Short for saltchuck, the ocean.

Chuck boat—Same thing to a log drive that the chuck wagon is to the round-up; following down the river to feed the river drivers. Also called wanigan.

Chuck house—A cookshack; most important part of a logging camp.

Chunk—A piece of a log sawed or broken off.

Chunk bucker—Used in different ways to mean: a bucker working on a chunk-out or road clearing crew; a specially skilled bucker sent through the down timber to see if he can buck some short logs out of broken stuff.

Chunk line—A line used in chunking out along a right-of-way, or a light line tied to a squirrel in a loading set-up.

Chunk out—a. To remove logs, stumps, and trash from a right-of-way before road building. b. In the old days of logging, to yard out windfalls or chunks which would interfere with the yarding of logs. c. A logger who got in a fight and cleaned out a saloon said he chunked it out.

Chunk out donkey—A light donkey used in road clearing.

Churn butt—The swollen butt of a tree or log.

Chute—a. A V-shaped trough built of poles for log transportation. Quite widely used in the days of horse logging and to some extent in early days of steam logging. A two-pole chute was generally faced on the inner side to make a better V; a three-pole chute made its own V. Two or three poles were used depending on the size of the timber to be chuted. The famous Ankeny chute on the lower Columbia in the 1880's was faced with iron for more speed and wear. Another famous chute at Pokegama southwest of Klamath Falls dropped logs 2,650 feet into the Klamath River. b. A crude dry slide of different types used to send logs down a steep hill. c. A rapids in a river. d. To pull logs along a chute, or to let them run by gravity where steep enough.

Chute grease—a. Cheap oil or grease used to make a chute slippery on light grades where logs might stall. b. Low grade butter.

Chute greaser—It was necessary to grease chutes many times, just as it had been with the skids on the skidroad; skid greasers sometimes became chute greasers when loggers turned to chuting their logs.

Chute tender—A man who patrolled chutes to repair breaks and put out fires.

Cigar raft—An ocean-going raft of logs shaped like a cigar. The Benson raft is an example. The first cigar raft on the coast was said to have been built at Fort Bragg, date unknown.

Cinch line—A light line used in raising the heel tackle and tightening the

skyline on a skidder show. Runs through a small block similar to a pass line block, known as the cinch rope (or line) block.

Cinch rope—Same as cinch line.

Claim—The name used to describe a piece of timber personally owned, much like a mining claim.

Clam digger—a. In coast camps, a no-good logger. b. Bucket on dirt-digging machinery.

Clam gun—In coast camps, a shovel.

Clamp ring—A metal ring clamped over a choker to prevent the choker from pulling through the eye of the hook should the choker slip off the hook. Used with the Peters choker hook.

Claw—A latch on a skyline to hold the trolley in position at the end of the line.

Claw bar—A heavy steel bar with a claw turned up at the bottom. Used in railroad work and in pulling track spikes which have been driven into a stump to secure a guy line.

Claw bark—To grab on to something and hang on for dear life.

Clean drive—All the logs washed down the river on one freshet, or on one splash. See splash.

Clean the clock—To apply emergency air brakes. This causes the indicator needle on the gauge (or clock) to drop back to zero and the "clock" is then empty.

Cleaner teeth—The rakers on a crosscut saw, as opposed to the cutting teeth.

Clear cut—a. An area from which all of the timber has been removed. b. A bald headed man. c. To remove all standing timber.

Clearer—The foreman of a chunk-out crew.

Clearing—a. An opening in the forest. b. To cut trees off an area to prepare it for a camp site, a landing, a road, etc.

Clears—Logs without knots, first quality.

Clevis—One of the handiest gadgets in logging; a U-shaped connecting link used in rigging. The open end is closed by a screw, a bar with a cotter key, or is occasionally welded. Also known as shackle.

Climax—The company name of a geared locomotive, once used on logging roads, especially on spurs to the landings or on steep and crooked main lines. Its cylinders were parallel to the frame of the engine but sloped at an angle of 45 degrees. The drive was through a propellor shaft to geared axles. It was slow but high-powered and filled a need on the temporary and rough track of many logging outfits. Other geared engines used in the woods were Heisler and Shay.

Climb—a. To work as a climber or as a climber and high rigger. b. The action of a floating log riding up the outside of a flume on a curve.

Climber—a. A man who tops trees ready for the rigger to rig them for yarding. In some operations he both tops and rigs the tree. b. In the days of inclines, a big drum donkey mounted on a car was used to climb up a hill, pulling itself up by a cable. It then towed logs back down the track. It was called a climber or hill-climbing locomotive.

Climbing irons—Irons with sharp spurs, strapped to the leg at the ankle

and below the knee. Used by high climbers to get up trees for topping or rigging.

Climbing rope—A hemp rope usually with a steel core, anchored to the belt of a high climber and looped around the tree to provide a brace while he is climbing and working at the top of the tree.

Clip—A cable connector, closed with a couple of bolts.

Clogged flues—A logger who has to go to town on account of certain urges is said to have clogged flues.

Close down—To shut down a logging operation, for lack of timber, too much wind, or too little humidity. Also to be shut down by a state inspector for some violation of a forestry law.

Close off—a. The last tier of logs in a boom. b. To finish up a boom by stretching a tail stick across the open end of the last section, and pounding it against the ends of stuck-out logs until they become fitted into place.

Close to the blanket—Some shady deal.

Closed area—A section of forest closed to all public travel because of high fire danger. Greatly improves the fishing of loggers who are permitted to enter to work, only.

Closed season—The period from early spring until late fall when fires cannot be set without permit; when loggers must have fire tools on the job; and other fire prevention measures are enforced.

Closure—An order closing a forest during high fire danger.

Clyde skidder—A self-propelled steam skidder used in early railroad logging. Generally used a boom at each end in light timber, only one boom in heavy timber.

Coal oil—Kerosene; also called saw oil, because it is used for oiling saws to cut the pitch found in coniferous trees. Also known as cougar juice.

Coarse grain—Wood with alternating hard and soft rings, from fast grown young timber.

Coarse-grained—A man hard to get along with.

Coasting—Logs running very rapidly down a steep pitch in a flume.

Cobbled up—Anything put together in haywire fashion.

Codfisher—A logger from a camp fronting the ocean, or from a float camp.

Coffee pot—A mill, a locomotive, or a donkey unusually small or low-powered.

Cold camp—To camp out overnight in the woods without blankets due to accident or getting lost.

Cold deck—a. A big pile of logs yarded up to a swing tree in the woods; or stacked up any place away from the immediate logging; or stored at mill or other location. b. To stack up logs in a pile.

Cold decker—A gas driven donkey with small drum capacity used mostly to build cold decks.

Cold shut—a. A link which can be closed by pounding a pin through a hole on the other side of the link, where it can be burred over to fasten it in place. b. A tough doughnut.

Cold trail—To build a fire trail along the dead edge of a fire just to be sure.

Columbia—A donkey made in the early days by the Columbia Engineering Works, Portland.

Columbia River market—A name given to the log marketing area served by the Columbia and its tributaries as far up stream as logs could be towed economically to down river mills. Independent loggers could almost always find a buyer on the river, were not dependent on one mill for purchase of their logs. Today most logs are sewed up on contract long before they hit the water and there is practically no more Columbia River market.

Columbia River rule—A name used locally in Washington and Oregon for a variation on the Spaulding Log Rule. Now used only in a few places. The Scribner Decimal C is the official rule of the scaling bureaus in these two states.

Columbia River snipe—One kind of bevel hewed on the end of a log for easier skidding. See snipe and sniper.

Columbia River spruce—Sitka spruce.

Columbia River yarder—A name given to a long haul Tacoma donkey.

Columbian pine—Douglas fir.

Comber—A man who cruises the beaches in a small power boat hoping to pick up stray logs from broken booms.

Combination engine—One used both for yarding and roading.

Combination spool—A squatty wide sheave used both in yarding and roading to guide the lines used.

Come-back line—A haulback.

Come-back road—A road by which empty trucks return to the woods when the outgoing road is too steep for them to climb back. Also a return road used by cats yarding on very steep ground.

Comealong—A cable grip, one time used to attach chokers to the main line without benefit of butt rigging.

Company man—A man who works for the interest of the company as well as himself; often thought to be a stool pigeon for the boss, particularly by those who work only for their own interests.

Company notch—The wide open throttle position on a locomotive or donkey, or high gear on a truck; means that the engineer, donkey puncher, or truck driver is working his machine at its best speed, getting the most out of it for the benefit of the company.

Company town—A community where the company owns the whole show except the post office.

Company warden—A fire warden on a logging operation.

Compound geared donkey—A machine with a compound train of gears for low speed and direct gear for high speed. The yarding drum was geared for power to haul in the turn; the haulback drum geared for speed to whip the butt rigging back to the woods in a hurry.

Conk—The outside woody part of a wood-rotting fungus, or the rotten part of a tree or log, or any wood-rotting disease of trees. The word is thought to come from conch, perhaps because of the similar shape to a conch shell. Fifty years ago conks on trees were called conches, and as far back as 1850 in Maine the term konkus meant rot on trees.

Conk inspector—The man who decides whether questionable trees

should be cut (maybe the bull buck). Also the man who inspects logs for rot before they are loaded out.

Conky—a. A tree which is rotten. b. A poor deal of any kind; anything which won't hold up.

Connected engine—A rod locomotive, not geared.

Connected truck—A railroad logging car consisting of two trucks connected by one heavy center beam or girder; also known as a Seattle car, or a skeleton car.

Connecting rope—A wire rope connecting the main cable heel tackle to the anchor shackle on a skidder skyline.

Contour road—A truck or cat road which runs more or less on a level line.

Contract—Something which everybody complains about.

Contract hauler—An independent truck owner, or a driver working for him, hauling logs from woods to the dump for a logging operator.

Contract logging—Sounds better than gypo logging. Sometimes means the same thing, generally means a small operator doing all or part of the logging for a large company.

Contractor—a. At one time a man who fed logging camps on contract with results unsatisfactory to everyone. b. Now any man who has a contract to do all or any part of a logging job.

Convertible—A donkey with an extra drum which allowed it to be used for a high lead or a skyline rig.

Cookee—Second cook; or kitchen helper.

Cookhouse—Kitchen or combined kitchen and dining room in a logging camp.

Cookhouse cost—The loss caused by serving good meals below cost in order to keep the crew contented.

Cookie pusher—A hasher, same as biscuit shooter.

Cookshack—Cookhouse.

Coon log—A log with a good sized hole in it.

Coon tree—A hollow tree.

Cooning—Pulling some trick as smart as an old raccoon.

Coos Bay logger—At one time this name was applied to any logger who wore his pants tucked inside his boots; why, nobody knows.

Coos Bay splice—Any crude whiskery splice in a wire rope, or any other loused-up coupling in the rigging.

Copenhagen—Snuff; a very strong tobacco, chewed, not snuffed. See snoose.

Copper hammer—A soft hammer used in the camp machine shop.

Corduroy—a. A roadway made by placing small logs at right angles to the path of travel; used on swampy ground. b. A gravel road waved by use.

Cordwood splitter—A steam-operated heavy wedge (somewhat like a huge ax) for breaking up chunks of fuel wood for donkeys and locies.

Core—The center of a wire rope. May be hemp for flexibility, or wire, for strength.

Cork pine—As used in the Northwest means fine old growth Idaho white

pine. The term is taken directly from the Lake States loggers who used it to mean top quality eastern white pine.

Corks—The right way to say calks; means both the calks themselves and shoes with calks in them.

Corkscrew—A geared engine on a logging railroad, particularly a Shay.

Cornbinder—a. Any piece of woods equipment made by International Harvester. b. A term for a railroad logging truck equipped with cornerbind chains to hold logs on the truck.

Corner—a. A section corner, the basic point in a land survey. b. The point at which the haulback line is turned sharply. c. A piece of timber; see long corner.

Corner block—A block at a sharp angle at the back end of the haulback line; known also as tail block, and in the old days as a trip line tail block.

Corner up—To cut up to the corners of the undercut before cutting the main part of the holding wood in the center of the tree, when falling timber.

Corset—Staves lashed around a crack in a spar tree and tightly cinched up with wire rope.

Cosmopolis flush—A four-card flush in a poker game; a busted flush. Cosmopolis is a town in southwest Washington, much frequented by loggers at one time.

Cotton picker—A dark logger.

Cougar den—A bunkhouse.

Cougar "juice"—a. A measure of strength, particularly the kind of whiskey which will rot the bottle. b. Saw oil.

Cougar milk—Any kind of stout home brew or other raw liquor.

Couldn't fire a cookstove—A poor fireman.

Couldn't run a sewing machine—A poor donkey puncher.

Count ties—To be fired, or to quit. From the days when the only way to leave camp was to walk down the railroad.

Counterbalance system—A logging incline railroad laid up the face of a mountain on a very steep grade. It might be either double tracked, or with a passing track in the middle so that loaded cars coming down would counterbalance empties coming up. This is opposed to the single track incline where a lowering engine controlled the entire movement of both loads and empties.

Countersunk—Condition of a logger's eyes on return to camp from the skidroad.

Country—A locality, such as the Harbor country, the Redwood country, etc.

Coupled onto a turn too big to handle—Said of a logger who in a bleary moment married an overbearing woman or one much bigger than himself.

Coupling dog—A short chain with a dog in each end, for fastening logs end-to-end in skidding with animals.

Coupling grab—Same as coupling dog in some camps; in others, used to mean a short tong on each end of a small chain, and also used for hooking a couple of logs together.

Coupling-up man—As most generally used, the man who *uncoupled* dogged logs coming in to a landing down a fore-and-aft road.

Cover—a. The type of timber or other growth on an area. b. A hiding place, as deer cover. c. To play a very dirty trick on a choker setter.

Coyote—Any low-lifer.

Coyote hole—A hole for blasting, dug horizontally into a side bank, as deep as the face which is to be blasted off.

Crabs—Body lice.

Crack-a-jack—A light yarder with a large bull wheel driving two narrow drums side by side on one shaft, instead of one ahead of the other as on a standard yarder.

Crack the throttle—To start a steam engine slowly.

Cradle—a. Large metal brackets or a wood framework to hold small chunks, poles, pieces of pulpwood, being bundled for transport. b. A frame in which an ocean-going log raft is built. c. A frame in which shingle bolts are towed.

Crane—An industrial hoist used for loading logs.

Crane hooker—Head man on a crane loading crew.

Crap out—A situation which occurs when chains become loose on cars or trucks, allowing logs to be lost off the load before reaching the dump.

Crawdad—A lift loader mounted on a cat; looks like a crawfish waving a pincher in the air.

Crawler—A tractor operating on endless treads instead of wheels; also refers to an arch on the same type treads.

Crawlers—The endless treads of cats, arches, loaders, and similar equipment.

Crazy as an outhouse rat—Very crazy indeed.

Cream—a. The best of it, particularly a good falling strip, or a good logging show. b. To high grade a stand, taking only the best logs.

Crease—a. A notch cut in logs to lay a swifter into, when building rafts. b. A ring cut around the upper part of a tree. Dynamite is placed in a belt around the tree in the crease; the blast blows the top off the tree and saves cutting it; but may start a fire.

Creep—The tendency of machines to work forward or backward under constant heavy use.

Cremated—A well done piece of meat; but not described as such where the cook can hear it said.

Crew truck—A truck fitted up with seats and sometimes a stove, for carrying men to work in the woods. Known also as crummy and mulligan.

Crib—a. A box-like structure of small timbers used to hold poles, bolts, or pieces of wood being towed from camp to mill. b. A heavy timbered form in which ocean-going rafts are built.

Crib bridge—A logger's bridge built up of logs criss-crossed, instead of driving piling.

Cribbed up—Anything braced, or supported, or shored-up with timber.

Cribwork—Various structures built up of criss-crossed logs; abutments, trestles, retaining walls, etc.

Crimp—a. A kink in a wire rope. b. An employment agent. c. To squeeze the end of a blasting cap on a fuse.

Crimpy—Cold weather.

Cripple—a. A leaning tree. b. An unsafe fastening. c. Any broken or damaged tool or equipment.

Critter—a. Any machine or piece of equipment. b. A worthless man. c. an animal, usually domestic and harmless like a horse or a dog; not a varmint.

Crock—A bottle of whiskey.

Crooked elbow—An occupational disease enjoyed by bar flies and thirsty loggers hitting town after a long dry spell.

Crooked steel—A cant hook.

Cross girt—A timber used in building a donkey sled; runs across the sled.

Cross link a chain—To tighten up a swifter by pulling the boom chain through the hole, then turning a link of the chain crossways to plug the chain in the hole.

Cross-rib—A skid laid in the skidroad.

Cross skids—The skids from which the skidroad got its name; small poles placed across the road to keep the logs from digging into the dirt in animal skidding days. Often they had a shallow saddle chopped in the center to guide the logs, making them ride more easily.

Crosscut—a. A saw used in falling and bucking by hand. b. To work as a bucker.

Crosscutter—A log bucker.

Crosshaul—a. To parbuckle, or load a log by passing a line over and under, then pulling on it to roll the log up a set of skids. b. To pull at right angles to the main haul. c. To work at cross purposes. d. To get a payload on a return trip.

Crossover—a. A switch from one track to another; or a railroad crossing. b. The point at which a wire rope climbs from the underlying layer on a drum to start a new layer.

Crossplank road—An unsatisfactory kind of logging road made by laying short heavy planks on small timbers crossways of a road, on pole or timber stringers.

Crotch—A fork in a tree, road, etc.

Crotch dogs—Two dogs connected by short links used in bull team days to attach the skidding line to the logs.

Crotch line—A power method of loading logs, using two tongs hung from a spreader bar; the movement of the bar is controlled by bridles (wire ropes) which are attached to fall blocks on the loading and haulback lines.

Crow bait—A poor logging team, horses or bulls.

Crow foot—a. A mark sometimes used as a cruiser's mark or a log brand. b. A log containing crow foot, or figured grain with tracks like a crow foot; particularly in western hemlock. c. Cracks extending out from the center of a log.

Crowd—a. The tendency of a top log to force a lower log outward, off the truck or car. b. To force the dipper stick of a power shovel out to the last notch of the rack on the boom.

Crown—a. The living branches of a standing tree. b. A forest fire leaping from the ground up into the branches of the trees is said to crown.

Crown fire—A forest fire out of control burning in the crowns of the trees; will dry out the green trees ahead of it and travel as though they were all dead and dry.

Crown grant—In B. C. the ownership of the surface rights to land. It is used most often to distinguish between actual ownership, and a license to cut timber.

Crown sheet—A flapjack full of bubble holes which make it look like the crown sheet of a steam engine.

Crown timber—In B. C., timber owned by the province.

Crown wires—The outer wires on a strand of wire rope.

Crow's nest—An unnaturally thick growth of twigs or limbs on a tree, often caused by mistletoe.

Cruise—a. A timber inventory. b. To estimate the quantity and quality of standing timber on a given area.

Cruiser—a. A timber estimator. b. A logger in town looking for trouble. c. A lightweight logger's shoe.

Cruiser coat—A short wool coat, shower repellant, with many special pockets and a double back lunch or game pocket. Much favored in Northwest woods. Also worn by a large percentage of the male population in the Coos Bay region of Oregon—doctors and lawyers as well as cruisers and loggers.

Cruiser vest—A canvas vest with double back and many pockets; preferred by logging engineers and cruisers.

Cruiser's marks—The personal trade marks used by cruisers to mark up witness trees which they have found. Different variations on the basic mark are sometimes used to show a corner established for sure, or one not certainly established. Cruiser's marks are just as varied as log brands.

Crumb boss—a. A kind of bull cook. b. Another name for a conductor on a log train.

Crumb chaser—A cook's helper.

Crummy—a. From railroad slang for caboose; applied first to a closed box car used to haul men to work out in the woods, later applied to a closed-in truck or bus used for the same purpose. See mulligan. b. A shirt occupied by others than its owner. To get rid of them old time loggers would throw the shirt on an ant hill for a few days and the ants would clean out the lice.

Cull—a. Originally a log lower than the lowest merchantable grade; a wood log. The increased price of logs and better utilization have turned culls into paying logs, now graded (with tongue in cheek) as Nos. 1, 2, 3 cull, and cull cull. b. A worthless piece of machinery or logging equipment. c. To reject a log, or throw away unwanted stuff.

Cultus—No good (from Indian).

Cumsha—A handout (from Indian); also spelled cumeshaw.

Cup hook—An end hook with a center spike set in a cup. Used in loading small or medium sized logs. Also known as a cup point loading hook.

Cupola—a. The lookout hatch on a caboose or speeder. b. The ventilator over a cookhouse.

Current slash—The slash made this year in a logging operation, after the fall slash report is made up. Current slash is not burned or otherwise released by the state forester and the logger holds the bag if a fire starts in it.

Cut—a. The output of logs per day, per side, per season, etc. b. A truck road or railroad excavation through a rise of ground. c. A string of cars in a switching operation. d. The wear on the sheave of a logging block caused by the wire rope running through it.

Cut a forked stick—To open up the throttle wide (from the old trick of placing a forked stick under the throttle on a steam donkey).

Cut 'er—To be able to do all that the job requires and do it well.

Cut the mustard—To be able to do all that is required on the job.

Cut the throttle—To coast, take it easy.

Cutter teeth—Teeth on a crosscut saw which actually do the cutting; opposed to the rakers which pull out the shavings.

Cutting bar—The bar which carries the cutting chain on a power saw.

Cutting crew—The men who fall timber on a logging show.

Cutting line—a. The boundary of a logging area where it leaves off against the marginal timber. b. The boundary of a falling area marked off for the cutting crews by the bull buck.

d

D—A D-shaped iron used in butt rigging connections in the early days; still used in assembling butt rigging in some places. A line may be anchored in a D with babbitt, the D then acting as an eye.

d.b.h.—Diameter breast high, the point at which diameters of trees are measured, four and a half feet above ground.

d.i.b.—Log diameter inside bark.

d.o.b.—Log diameter outside bark.

Dangle—To travel in a hurry.

Dap—a. A notch cut in a timber. b. To cut a notch in a timber so that another timber will fit into it.

Dashboards—Farmers who work part time in the woods; from the bib overalls which they wear instead of ordinary pants worn by loggers. A man wearing bib overalls in the western Oregon woods was known as a prune-picker, that is, more a farmer than a logger.

Davenport—A standard rod engine built both with saddle tanks and tender; used on mainline logging roads.

Davis raft—An ocean-going log raft first built by Davis at Port Renfrew, B. C., and mostly used for shorter tows in B. C. and Washington. Built of layers of logs, the whole raft more or less square in cross-section, not tapered like a Benson raft; cheaper to build.

Day faller—A man who falls timber by the day, for a daily wage, as opposed to a busheler working on a piece-rate basis.

Day in the hay—A day in camp, or an easy day's work.

Daylight in the swamp—a. Time to get up. b. Timber is being opened up, and the clearing off of trees lets light into the forest.

Deacon seat—A bench in an old time bunkhouse, in front of a row of bunks. Some ran from one end clear to the other. In later days the name was given to seats in the middle of the room around a big-bellied stove.

Deadening—An area on which timber has been killed by fire, flooding, insect, or disease.

Deadfall—A trap of any kind; a dangerous situation. The expression comes from early day bear traps which were built so that logs would be released by a trigger, fall on the bear and crush him to death.

Deadhead—a. A tree with a dead top. b. A sinker, a log under water except for one end which barely floats. c. A worthless man. d. To salvage sunken logs lost in rivers or lakes after a drive; or those which sink to the bottom of a log pond. e. To work at a useless job.

Deadman—A sunken weight or a log, used to anchor a cable.

Deadwater—A flat spot in a river, no current at this point.

Deck—a. A flat surface, as the deck of a car. b. To pile up logs; from which applied to the building up of almost any kind of stack.

Decker—In earlier days of logging a man who built rollways, big piles of logs decked up for loading or for rolling into a river.

Deduct (short for deduction)—a. The amount deducted from log scale for rot or other defect. b. Paycheck deductions.

Deer foot—a. The back end of a single-bit ax handle. b. An iron claw holding the chock chain to the opposite end of a log truck bunk.

Deer foot hook—A double pointed loading hook.

Deer season—The period when most logging temporarily ceases; hence a quiet day or a shutdown is sometimes referred to as deer season.

Defect—Crook, conk, decay, split, sweep, or other injury which decreases the amount of wood which can be obtained from a log.

Defective—Partly rotten timber.

Deflecting block—A small block used to deflect the heel block line out of the way of other lines around the head tree in skidder logging.

Deflection—Technically, the amount of sag in a wire rope below a straight line which is drawn between the two ends where the rope is anchored. The greater the deflection the greater the load which can be carried without straining the rope. Often "deflection" is applied to the sag in the ground which permits deflection.

Degrade—Any defect which knocks down the grade of a log.

Dehorn—a. To knock limbs off logs. b. To water down alcohol, particularly if it is bad. c. To saw the brand off the end of a log so it can be stolen in greater safety. d. An old Wobbly word for anything that interfered with the more important business of making life miserable for the boss.

Dehorners—Thirsty guys who would drink canned heat or anything else that smelled like alcohol.

Den up—To retire from active work in winter or rough weather.

Dennison lock hook—An early day line hook which could be locked to keep in the cable.

Dentist—A saw filer in the old days of crosscut saws, so called because he fixed the teeth.

Depending block—A fall block, one riding in the bight of a line.

Depending sheave—A sheave through which runs the skidding line on a skidder carriage.

Derailer—A rock on the road, or other obstacle.

Derrick—An old name for the loading boom on railroad log loading rigs.

Detached truck—A four-wheel railroad truck carrying sharp-faced bunks. Logs laid across two trucks made up a car to be coupled into a train and the weight of logs spanned between the truck was sufficient to keep the train together. Also called disconnected truck.

Deuce—Number two locie. It would also be called the two-spot.

Devil dust—A false smoke, leading the watcher to think there was a forest fire starting.

Devil's club—Actually a stout, very spiny plant found in damp North-

west woods. Applied to almost any stickery or spiny object, such as a well-frayed piece of wire rope.

Diameter limit—The minimum diameter of trees to be cut, as in a timber sale contract.

Diamond—a. A diamond shaped steel plate from which rigging was hung in some loading systems. b. Same as butt plate.

Diamond hitch—One of the most famous hitches used in loading packhorses. It requires expert workmanship and is the mark of a top-notch man at his trade. In sarcasm, the term is used to describe the mess which a green man makes of tieing up a bedroll.

Diamond lead—Yarding around from a square lead, or right angled lead, back toward the donkey, the yarding angle being less than 90 degrees. Hard on equipment.

Diamond line—A short section of wire rope used in a crotch line loading system.

Diamond stack—A locie with a big diamond shaped spark arrester on the stack.

Dinging—A loader riding with one foot in the loading tong, hanging on to the loading line, in violation of the safety code.

Dinkey—A small locomotive or cat (locomotives were known as lokies, locies, lokys, lockies).

Dinner horn—A very long tin horn used in some of the earliest camps to announce grub on the table. It gave way to the gut hammer beaten on an iron triangle.

Dipper—a. The bucket on a steam or gas shovel. b. A man who shovels in large quantities of grub.

Dipper lip—The business edge, or tooth edge of the bucket on a power shovel.

Dipper stick—The movable arm holding the bucket on a power shovel; operates through a slot in the boom.

Direct-connected—a. A yarder with both the main and haulback drums driven directly from the crankshaft without any intermediate gears, as in the Simplex type of donkey. b. A steam engine with pistons directly connected by rods to the drivers; gears are not used.

Direct-geared—A rod locomotive, as opposed to the geared types.

Direct-geared yarder—Same as direct-connected.

Dirt-hider—A road grader.

Dirt work—Grading a right-of-way.

Dirtproof—Anything extra good or extra tight.

Dirty blue dick—An expression used instead of swearing.

Dirty old double-dyed, two-tonsilled, swivel-nosed, knock-kneed, blue-headed, etc., etc., old Dora—An expression of surprise; goes on as long as the occasion and the memory of the user permits.

Dirty sidewinder—A double-crossing so-and-so, not to be trusted anywhere at any time.

Disconnected truck—Same as detached truck.

Dish-face—Concave; anything with a surface hollow in it.

Dish manicurist—A dishwasher.

District—a. At one time Northwest logging camps were classed by dis-

tricts, in which there were some differences in pay scales. The main districts were Columbia River, Grays Harbor, Puget Sound, and Oregon Coast. b. A region over which local unions have jurisdiction. c. A forest region such as a ranger district or fire protection district.

Divide—A ridge between two drainages.

Dock—a. A loading platform or raised deck of any kind, as oil dock, loading dock, etc. b. To shorten anything, especially a paycheck.

Dode—Decayed wood (also called dody, dote, dozy, doty, dotey, etc.).

Dog—a. A short metal stake sharp on one end, with an eye on the other. Driven into a log it gave a hold to tie to another log. Used frequently in tieing logs together for hauling down a fore-and-aft road. Still used in booming logs. b. A stop, as the pawl of a ratchet wheel. c. A sharp edged metal plate on the tree end of a springboard to give a bite into the wood and provide a safe hold for the board.

Dog boat—See pig.

Dog driver—The man who drove dogs into logs so they could be hauled back into deep water when recovering stranded logs on the rear of a drive.

Dog 'er—An order to stop.

Dog-haired—A dense stand of saplings or other second growth usually too young to log.

Dog hole—A small shallow bay or bight on the Mendocino coast where small lumber schooners could find enough shelter to take on a cargo.

Dog hook—A short coupling chain with hooks, used to tie logs together when skidding with animals.

Dog house—A caboose or crew car on a logging train.

Dog iron—a. A piece of iron rod with a right angle turned at each end and sharpened. These pointed ends were driven into one edge of a block being sawed off a log and then into the log itself, to steady the block when sawing. b. Also used to mean any of the various kinds of dogs.

Dog it—To lay down on the job.

Dog knocker—A light maul used to knock dogs out of logs.

Dog knot—A knot pulled tight in a line or cable.

Dog leg—A bend in a cable which stays put because a heavy strain has been placed on the cable when kinked.

Dog leg crane—A log loading rig with a bent, or gooseneck boom.

Dog line—In booming logs, any line to hold fast to dogs.

Dog-robber—A camp cook who uses up the scraps too closely in feeding the loggers, has nothing left to feed the dog.

Dog tripper—The man who knocked dogs out of logs on the landings or on the river. When a log grounded on a shoal or bank a dog was driven in it, and a team was hitched to the chain attached to the dog. When the log was horsed into water deep enough to float it, the dog tripper knocked the dog loose and the teamster headed back for shore.

Dogger—a. The man who drove in the dog for the dog tripper to knock out. The name was also applied to the man who drove dogs into logs to make up a turn ready to be hauled down the skidway by animals. b. The man who pried dogs out of logs when they came to the landing in animal skidding days.

Dolbeer—The original donkey logging engine, built first in the 1880's by Dolbeer, a seafaring man turned logger and founder of Dolbeer and Carson, early day logging outfit, Eureka, California. Dolbeer adapted the ship's capstan to woods use in his donkey, using one small upright cylinder to drive a vertical spool through a rough set of gears. Manila rope was used at first to haul in logs, the line being taken back to the woods by a line horse. It was several years before wire rope supplanted the manila. The first Dolbeers were used only to yard 150 to 200 feet, merely bringing the logs to the edge of the skidroad where the bulls could reach them easily. It was some time before loggers developed the method of roading, or moving the logs down the skidroad, all the way by steam. When they did try it, the bull was all through in the woods. A Dolbeer was used on the Wishkah River in Washington as early as 1889. The rope was not held on a drum on the Dolbeers, but merely turned three or four times around the capstan, and spooled off into a pile as the log came in. The machine was also known as Dolberry and Dolby.

Dollar hole—Compound low gear on a truck.

Dolly—A two-wheeled log cart.

Dolphin—Several piles driven in a bunch to form booming grounds for logs, or to make docks.

Donkey—a. An endless variety of steam, gas, diesel, or electric power plants, plus drums to hold wire rope; all used to haul logs from the woods, to load at landings, move equipment, rig up trees, and in the old days, to lower cars down inclines. There is almost nothing which a top logger cannot do with a donkey: in 1907 Anthony-Joseph Dwyer, founder of the Dwyer Lumber Company, bought a donkey and a 42-ton locomotive from the Willamette Iron Works, barged them down river to Kalama, put them on sleds, and then with the donkey pulled both for 10 miles over a 1,500 foot elevation to his operation in the Coweeman River Valley. Picture of this feat is in the Dwyer office in Portland.

Donkeys are referred to in many ways: by the use made of them, as skidder, loader, roader; by the number of drums, as two-drum, three-drum; by other characteristics as simple, compound, two-speed; by the size of cylinders in the days of steam, varying from 6¼ x 10 loaders to 16 x 20 roaders; by such names as crack-a-jack, flyer, duplex; or when they don't work, by the worst mess of profanity ever heard.

At the height of its glory 26 different types of steam donkey were built in the Pacific Northwest by one firm alone.

In 1913 the Willamette Iron Works in one 49-day period built 51 donkeys, all sold before they left the plant, to fill rush orders.

The most common makes were Seattle, Portland, Tacoma, named after iron works in those cities; and Washington, Willamette, Vulcan, and others, named for the company which built them. A number of the best known kinds are listed in this collection under their various names.

Donkey was a term originally applied to a little steam engine of less than one horse power. Dolbeer adapted a ship's capstan for his logging rig, and it is possible that he also brought along the usual seafaring term for the engine itself.

Steam donkeys were used in the Northwest as early as 1888 and the remains of a Dolbeer were still in the woods of southwest Wash-

ington in 1935. Crude gas engines were tried in donkeys as far back as 1911, and diesels appeared by the early 1930's. Before long, all donkey builders had switched from steam to internal combustion.

b. Donkey was the name of a small turntable used unsuccessfully in place of a fairlead.

Donkey block—A small yarding block, generally opening on one side so line could be laid in. Also applied to a moving block.

Donkey bucker—In the days when donkeys were beginning to displace horses, a man who bucked logs in lengths too long for horses to handle, was called a donkey bucker. He got a big scale with few cuts by making long logs.

Donkey camp—In the pine country an old time logging camp where logs were yarded by donkey was known as a donkey camp. Often mules were used as line horses on these shows.

Donkey doctor—A machinist who repairs donkeys.

Donkey driver—Another name for donkey engineer.

Donkey float—A raft on which a donkey is mounted for logging along the shore of a lake or tidewater.

Donkey jammer—a. In the pine country, a donkey powered loading rig, as opposed to the railroad type jammer, operating only on tracks. The donkey jammer could be used any place. b. Occasionally used to mean donkey engineer.

Donkey mover—A very heavy steel flat car built to carry big donkeys on a logging railroad. The largest donkey movers would handle 150 tons.

Donkey pounder—A donkey engineer.

Donkey puncher—The best known woods term for donkey engineer; one of the key men in an old time steam camp. Donkey punchers and other loggers have some marvellous expressions to describe the power of a donkey, but they are not for print.

Donkey setting—a. An area cleared off to make a place for a donkey and a landing for logs. b. Also a setting, or logged area which has been yarded by a donkey.

Donkey show—A logging show better yarded by donkey than by tractor.

Donkey sled—See sled and following terms.

Donkey snubber—A donkey engine used to lower loaded trucks or cars down an incline, partly braking against air compressed in the cylinders.

Donkey tender—a. A fireman. b. A hostler.

Donkey wood—Fuel wood for a steam donkey.

Donovan unloader—A rotating boom of the stiff-leg type; had four horizontal poles which swung around and knocked logs off cars.

Don't go where he looks—A cross-eyed man.

Dot and carry one—A one-legged man.

Double-bit—An ax with two cutting edges, used throughout the West Coast woods.

Double block—A traveling block containing two sheaves, intended to reduce wear on the skyline compared to the single sheave block.

Double couplers—Two log grabs joined by a short chain or cable.

Double cut—To cut a new path through wood when sawing, instead of following the previous cut.

Double deck fairleader—A cable guide or fairlead through which two lines can pass. Often used with tandem loading drums.

Double drum—a. An early day yarding donkey with two drums only. b. A two-drum steam loading donkey. c. A cat equipped with two drums for holding wire rope, used as a yarder or loader. The earliest known use of a double drum cat is credited to the late Ted Flynn, U. S. Forest Service, in 1923.

Double haul—To handle logs with two machines, as when using a swing donkey and a yarder.

Double length log—A long log in the pine country—32 feet or longer.

Double line—a. As used in overhead yarding, the doubling of the haul-in line through the fall block. Here the butt rigging has to be spotted almost over the logs to be choked, for it is too heavy to be dragged around. b. An incline system using a cable dead-ended on the top of the hill, reeved through a block on a car, and thence back to the lowering engine.

Double line skyline—A slackline system using a light skyline which can be raised and lowered readily, in order to get logs out of deep canyons. Not widely used.

Double main cable—A skidder system using two main lines, one laid in advance along the next road to be yarded.

Double slackline—A heavy duty cable logging system. The skyline ran from a big drum out through a large block on the tail tree and back to a second large drum on the donkey. Otherwise very similar to a single slackline. The double outfit was so big and heavy it was limited to railroad shows. Also called duplex skyline system.

Double standing line—An overhead cable system used on very steep grades or long hauls. Had two parallel main lines close together and two counterbalanced trolleys. The loaded one was lowered by donkey, this action pulling the empty up the hill, saving the return time on the trolley.

Double the hill—To use two sets of power to get a load up a hill—as a cat pulling a truck up a steep pitch on a logging road.

Double tong loader—Another name for the McLean boom loader.

Double yard—To yard logs to a yarder tree, then either swing or road them to the landing.

Doubletree—This term was used on farms a long time before it appeared in the woods, where it meant the same thing—a crosspiece of wood to which singletrees were coupled when pulling with two horses. The word is included because many present day loggers do not know that it was once an important part of logging equipment. As logging changes from heavy virgin timber to lighter young timber, horses are again becoming important in the woods.

Doughnut—a. A rubber tire used as a bumper on a skyline system to prevent the trolley from bumping into the spar tree. b. A heavy weight sometimes used in the butt rigging to pull the chokers down to the ground on a skidder show which had no slack pulling line.

Doughnut hook—A hook with a locking ring which could be turned to keep it closed; used both in butt hook and choker hook types.

Douglas spruce—Douglas fir.

Dow saw—A gas chain saw once used in the pine country of Oregon and California. It was mounted on a rubber tired buggy.

Down—A logging show temporarily shut down for any reason.

Down the hill—a. A timber faller's warning when a tree is about to fall. b. To leave camp, pull out.

Down timber—a. Felled timber. b. Trees knocked over in a windstorm.

Down time—Time lost due to shut down for weather, operating troubles or anything else which stops production.

Downhill drag—An easy show. A downhill drag is preferred in cat logging to take advantage of gravity, as opposed to the uphill haul preferred for high lead logging.

Downhill haul—a. An easy job. b. A smooth running show. c. To have an advantage of some kind.

Downgoing car—A load being lowered down the hill on a logging railroad incline.

Dozer—Short for bulldozer.

Draft chain—A light chain used to bunch together some small logs to make up a turn for horse skidding.

Drag—a. A train of cars, loaded. b. A brake. c. A road leveller, generally a large wooden wedge-shaped surface plow. d. An early name for a turn of logs. e. The raker or cleaner tooth on a crosscut saw.

Drag chain—A butt chain used in horse skidding.

Drag chute—A chute in which logs are pulled by horses. Several small logs might be dogged together to make a load.

Drag day—A day on which a logger could draw money against his next pay day.

Drag 'er—To quit the job.

Drag freight—To pull out, quit camp, hunt for greener pastures.

Drag saw—A crosscut saw powered by a small and often cranky gas engine; the ancestor of the modern power saw. One of the early well known makes was the Vaughn. Steam and air were used to power some of the early drag saws, but were not as widely used as the gas type.

Drag saw man—A wood buck, the man who kept the camp in firewood.

Dragger—A log hung up behind the drive.

Draw—a. A small gulley. b. An even break. c. An advance on pay. d. To pull a falling tree away from the direction in which it leans by making side cuts and wedging.

Draw day—Pay day.

Draw head—The frame through which a drawbar is attached to a railroad car.

Draw skid—Same as brow log.

Draw your time—Go get your pay, you're fired.

Drawbar—The connection between the source of power and the load to be moved. Couplers on a log car are attached to the drawbar.

Drawbar hook—A fishtail hook, fanned out to hold a number of chokers, on the back end of a cat.

Drawed in his horns—Backed down on a deal. Also sometimes said drawed in his horse.

Dray—A small sled or stone-boat used in logging with animals. Front ends of logs were placed on a bunk on the dray to keep them off the ground when being yarded to the landing.

Dress a tree—To rig a tree for logging.

Drew rule—A log rule once the legal standard in the State of Washington.

Drift—a. Flood trash and logs piled up on a river bar. b. To leave camp. c. To shut off engine power and coast.

Drift pin—A pointed iron rod used like a very big spike to anchor a timber.

Drift smoke—A light smoke from a slow-burning fire, drifting from the point of origin, making the fire difficult to spot.

Drifter—A boomer, wandering from camp to camp; opposite of homeguard.

Drive—To send logs down a river on the high water of fall rains (in the West) or on the spring freshet. On the West Coast river driving was widely used as long as timber was within cheap hauling distance of a drivable stream. Some of the largest companies got all their logs off the drive as late as 1909. Driving is still used in some areas, particularly the Idaho white pine country.

An old logger who used to drive the Delaware before he moved west, said he always figured to get the logs in the water just after the peak of the freshet. While the river is in full flood he says it seems to be a little higher in the center than on the sides, and the logs will roll off this hump, and tend to hang up in quiet water along the brushy banks. On a falling river the center tends to be low, he claims, and logs will drift into it, away from the banks, thus decreasing chances of logs getting scattered on flow land and backwaters.

If the spring freshet was not big enough or didn't last long enough to get the logs down the river readily, extra water was released from the splash dams in some cases. To drive is not the same as to splash, however. Splashing usually takes part of a day. Driving a river might vary from three weeks to three months over a given distance depending on water conditions. If the water rose too high, logs would high-tail down the river, break the boom, and head for the ocean. On any drive there could be troubles. In one famous incident a large quantity of sugar pine logs were put into the water but all sank on the way, none ever reached the mill.

Drive-out—Same as turnout.

Driver—a. A logger who uses a river to get his logs to market. b. An old term for a donkey puncher on a yarder.

Drop a tree—To fall a tree.

Drop line—A Lang lay line spliced on to the main line to give greater flexibility to that part of the line which passes through a fall block; as on the downhill North Bend system.

Drop log—A log at the yarder tree on which the incoming logs were dropped so that the hook-on men could more easily attach chokers for swinging to the main landing.

Drop seat—Any long-handle union suit type of underwear.

Drop stake—A patent car stake fixed to the bunk on a logging car. Generally it was rigged to be tripped from the opposite side of the car, as a safety measure.

Drown—To lose tools or equipment overboard from a tugboat, raft, etc.

Drum—a. The reel on a donkey on which cable is wound. b. To yard logs a short distance with the drum on a cat.

Drum log—To yard logs a short distance to a road, using the winch or drum on a cat; usually a very temporary deal, not to be confused with a regular yarding or swing show using a double drum cat adapted for the purpose.

Drum man—a. A donkey puncher. b. In some places meant only a spool tender, a much lower job than running a donkey.

Drum narrower—A heavy clamp fastened on the barrel of a drum to retain the wire rope on part of the drum instead of winding it across the entire width of the drum. It was used to change a road engine temporarily to a short haul yarder, and was done to give a better lead off the front of the donkey.

Drum tender—A man who guided line on or off a spool. See spool tender.

Drunker than a thousand dollars—Takes about three days to get this drunk.

Dry ass—A sack filled with straw or moss to make a seat cushion when sitting on some cold metal equipment.

Dry belt—The country east of the Cascades; also the pine belt in general.

Dry land locie—A steam tractor used to haul log carts or lumber carts. One of the best known was made by Russell.

Dry log chute—A trough, chute, or pole road in which logs move under gravity alone, not carried by water, or handled by power.

Dry room—A shack where loggers can dry their wet clothes; often attached to, or part of the bath house in a camp.

Dry roll—To roll stranded logs into the water behind the drive.

Dry shack—A shanty used for drying clothes.

Dry top—A tree with a dead top.

Drying room—Part of a bath house set aside for drying work clothes. Common in coastal camps. If a separate shanty, then known as the dry shack.

Dude—A foreigner to the woods, or a man going out to work on a rough job, dressed in store clothes.

Dude ranch—A camp manned by greenhorns.

Dudley (or Dudler)—The power car on an incline railroad, sort of a traveling donkey. It had one big drum on which were wound several turns of cable attached to the top and bottom of the incline. The engine on the car turned the drum and moved the whole works. A long string of logs was dragged along behind it, skidding on the ties. Also called walking Dudley.

Duff—Moss, needles, and other litter on the top of the ground in the forest.

Duffle—a. Personal belongings such as the contents of a logger's packsack. b. Any loose material.

Duffle shuffler—A bunkhouse nuisance, always spreading his stuff around taking up more room than he needs.

Duke—A tool for pulling a choker under a log.

Duke's mixture—Actually an old time favorite pipe tobacco; applied to anything mixed up, any confused situation.

Dummy—A disconnected truck.

Dummy couplers—Steel castings fitted to the ends of squared timbers, to make a skeleton car out of a pair of disconnected trucks.

Dummy line—a. A dead end spur road or track. Also applied to a short spur leading off a landing, where empties are stored. From this track they run down to the main line by gravity, and are spotted for loading. b. A straw line, or light cable.

Dummy log—Same as squirrel.

Dummy tree—A small tree which is rigged to help raise a spar tree.

Dump—a. A log dump, where trucks or cars are unloaded. b. A railroad ballast car. c. A gravel truck.

Dump the pan—To throw everything away, as when the cook trips and spills the beans. Taken from the usual practice of dumping the ash pan after cleaning the fire on a steam engine.

Dumper—A man who unloads logs at the dump.

Dung out—To clean out a bunkhouse or other camp building or to dispose of trash. This is a hangover from the old days when stables were part of every logging camp.

Dunham skyline—A slackline system powered by a two- or three-drum donkey. The main line acted both as a skyline and haul-in line, doubling through blocks on both the head and tail tree.

Dunk—a. To reach down through the hole in a boomstick to get hold of the toggle chain. It is then pulled through and crossed on the hole, making the boomstick fast to the next one. b. To fall in a log pond.

Duplex flyer—a. A double slackline logging method. b. The special donkey used to power the system. It had two sets of engines taking steam from one boiler. One engine operated the skyline, the other ran the haulback, hauling line, and strawline.

Duplex loader—A donkey with two loading line drums each operated by a separate engine so the lines can be moved independently. The engines run in either direction.

Duplex loading system—A loading method using two drums and two sets of loading lines and blocks, ending in two pairs of tongs on one log. The loading engine could be either independent, or if car-mounted, could get its steam from the yarder boiler. In this case the combined yarder and loader was known as a unit.

duPont spinner—A half stick of dynamite exploded in a lake or stream to stun fish and bring them to the surface.

Dust bowler—A refugee from the Plains States, a newcomer to the woods; also called duster.

Dutch coupling—Same as bucker's coupling.

Dutch oven—One frying pan turned upside down over another to make a crude oven for campfire use.

Dutchman—a. On a high lead show, a rig-up consisting of a piece of line anchored to a stump and tied to a block through which the main line passes, at a point near the spar tree. The purpose is to change the lead out from the bull block to overcome a bad curve, in order to

maintain as nearly as possible a fair lead from the tree. A Dutchman is also used to pull the main line to one side to keep logs off the track, or road, at the landing. b. In falling timber, a block of wood wedged into the undercut to help control the swing of the tree to the desired spot. c. A prop under a log to prevent a bind when bucking. d. A short piece of railroad rail.

Dutchman show—A setting where a Dutchman must be used to get away from a curve in the main line in yarding.

Dynamite—a. Snuff. b. A double or triple dose of a laxative. c. To slam on the emergency brake, generally breaking a train apart, occasionally tearing out a drawbar or derailing a car.

Dynamite in a jug—Aquavit, the very stout liquor preferred by Scandinavians.

e

Eagle eye—a. A lookout. b. A locomotive engineer.

Ears—Heavy iron brackets extending out from both sides of a single pole loading boom. The swinging lines are attached to the ears.

Earwig—Air-operated loading tongs, so called because the business end of the rig looks like earwig pinchers. Invented by Lou Rees of Crown-Zellerbach, and mounted on the end of the dipper stick on a gas shovel.

East side—East of the Cascade Mountains in Washington and Oregon.

Easy as falling off a log—Until this happens you don't know how easy it is. This common household expression originated in the logging drives of the Northeast and was in common use there over 100 years ago. It came West with the river drivers.

Easy runner—A free-pulling saw.

Eats like a shagpoke—Heavy eater.

Eating soup with a fork—Working, but doing no good.

Elbow bender—A drinking man.

Electric haulage—Some years ago, an attempt was made to yard with electric motors in place of steam donkeys. An endless cable was used, not reeled on to a drum. This early day ground lead system was called electric haulage.

Elephant—The delivery point of a log flume, branched out to increase the ease of handling and storage.

Elephant trunk hook—A small hook with the tongue curled back upward to end inside the link from which the hook hangs, making it a semi-lock hook.

Elkhorn—A low branchy moss-like plant found in the fir woods, sometimes used as Christmas greens.

Empire—A skidding and loading unit used in B. C.

Empties—Flat cars, skeleton cars, disconnected trucks, any kind of empty logging cars going back to the woods for more loads.

Empty as a last year's bird nest—Really empty.

End dogs—End hooks used in log loading.

End gate overalls—Those with bib attached.

End-haul—In building a road grade, to carry dirt to the end of the cut instead of sidecasting it.

End hooks—Hooks used in loading logs, one on each end. A rope passed through an eye on the hook permits the loader to guide the log, and to jerk the rope free when the log is placed where wanted.

Endless line roader—A road engine with large drum capacity.

Endo—To move anything endways.

Engineers change—To reverse lines on a high lead set-up.

Equalizer—A club, marlin spike, or other fighting tool to make a small man just as tough as a big one.

Equalizing block—A block with a large sheave around which the skyline is bent on the tail tree, in a double skyline yarding system.

Euchred out of—Slickered out of something.

Evener—In horse logging, a bar attached to the single trees and placed between them and the log, to even up the pull of the horses.

Excelsior—Noodles.

Exhaust in the stack—A method of forcing draft in a donkey engine by passing exhaust steam into the smokestack; also forces sparks out and is dangerous in fire weather.

Explosive shackle—A shackle used in joining lines which have been reefed up tight in building a boom. It is not possible to get the pin out under such strain, so a hole is hollowed out behind it to take a small piece of dynamite. This blows the pin out when ready to release the lines.

Extension—a. A line spliced to the main line or to a guy line for anchorage. b. A line, generally soft, run through sharp bends around a block, as through a fall block. c. A rope added to the end of the main line to reach a few out-of-the-way logs in yarding.

Extension fire box—A long fire box built on latter-day steam donkeys to take long wood, make a hotter fire, more steam, get more logs per day.

Extension slash—Term once given to logging slash carried over from one year to the next, unburned. The logger who made the slash was responsible for any fires starting in it.

Extension stake—A long car stake permanently attached to a logging car.

Eye—A loop spliced into the end of a wire rope.

Eye dog—A short heavy dog with an eye in the head; not permanently attached to a chain or line. When driven into a log it permits others to be tied to it. Used now for making up booms and rafts; and in the old days in making up turns of logs to be yarded.

Eye splice—A wire rope turned back on itself with strands interwoven to make an eye. Usually a thimble is placed inside the rope to reduce wear.

Eyeballing a line—Making a preliminary survey by eye, mostly by guess, not by instrument.

f

F. S.—The U. S. Forest Service or a man working for the agency.

Face—a. The front edge of a stand of timber. b. To square up, or put a flat face on a timber.

Fair lead—A wire rope leading in a straight line, or almost so, from the woods to the donkey, as in beginning a yarding operation. As the logs are progressively yarded away from the front of the donkey and the line leads off to the side, it becomes a square lead when at right angles to the donkey, and a diamond lead if an attempt is made to reach back behind the machine for logs.

Fairlead—a. A wire rope guide made of horizontal and vertical rollers, or both rollers and sheaves, on the front of a donkey sled. The purpose is to make the line spool evenly on the drums when moving, chunking out, or yarding at an angle to the lead. b. A cable guide on an arch (wire rope guide). Fairleads were at first called fairleaders.

Fairlead timber—Another name for the front cross member of a donkey sled; a cross beam.

Fairleader—See fairlead.

Fairleading—Bunching logs a short distance up to the arch with a line running from the winch through the fairlead.

Fake—a. A gas-powered donkey. b. To *do* anything.

Fake for cake—To work for a living.

Fakealoo—Any thing or scheme for which a better name is lacking.

Fall—a. A rope or cable used in hoisting, or used as a lifting line in hauling. b. To cut timber; this is the woods word for "to fell." About the only use of fell is now applied as felled and bucked timber, meaning down timber cut into logs.

Fall a quarter—To fall timber in any one quarter of a donkey setting.

Fall block—a. A block to which lines are attached on either side for use in loading, or as a single sheave carriage on a tightline skyline. b. A block used in the bight of a line, as in the main line of the North Bend and slackline systems. In both cases, a long narrow block with the sheave at the top; generally balanced so most of the weight is at the bottom.

Fall block system—Another name for the tightline method of logging.

Fall burn—To burn slash after the fall rains have made it safe to do so (you hope), in order to reduce the hazard before the next fire season rolls around.

Fall in rounds—To fall timber in two or more separate operations to reduce breakage.

Fallers—Men who fall timber.

Faller's strip—A piece of timber given to one set of fallers to work in; generally marked off by the bull buck blazing a spot on trees around the strip.

Falling ax—A double-bitted ax with a long narrow blade which enabled a logger to cut out a deep narrow springboard hole, and to chop out the undercut when falling timber. The falling ax is disappearing in power saw operations.

Falling on the square—A method of paying timber fallers, not by scale but by the area of the cross-section of the stump. See big square, government square.

Falling to the lead—Falling timber parallel to the direction in which it is to be skidded to the landing.

Falling wedge—A long tapered wedge, long made of steel, now of aluminum (or sometimes oak), driven into the back cut to keep the saw free during the final cutting of a falling tree. The wedge is also used to give direction to the fall.

False bunk—A large log used as a bunk for building a preload of logs for a truck haul.

Falsework—Temporary construction, as piling driven to provide a working platform in bridge construction.

Family camp—A logging camp where houses are provided for families as well as bunkhouses for single men.

Family show—Generally a small and often haywire show run by an old man and a couple of his boys.

Fan dodge—Dysentery.

Fan tail—A butt hook or a hitch on the tail end of a cat operating without an arch; fan-shaped to permit easier attachment of several chokers.

Farmer—A poor logger.

Farmer eye—An eye splice formed by stranding a cable and rerolling it to form an eye; frowned on by good loggers.

Farmer splice—A splice showing poor workmanship.

Farmer wood—a. Pulpwood worked up by a farmer or by a small logger operating on his farm. b. Small logs, typical of those taken off a farm woodlot.

Farmer's laydown—An easy logging show.

Fat pine—Pitchy wood often found at the base of pine or fir trees, or in the stump. Very good for starting fires.

Feather edge—An ax or saw edge filed so thin that it feathers, or breaks off, leaving a dull area; a sign of poor filing.

Feather merchant—A small logger.

Feeder—a. A small trough carrying more water into a log flume. b. Also a short spur flume carrying logs to the main flume. c. An old name for the barn boss in a horse camp.

Feel cold steel—To get fired.

Feister—A no-good.

Fell so far the bluebirds built a nest on him afore he landed—A fall off a tall spar tree.

Felled—Trees and snags which have been cut down.

Felled and bucked—Down timber bucked up ready for yarding.

Feller—A dictionary word for faller.

Felling—The business of cutting down trees.

Felling cut—Same as back cut.

Felling saw—A cross cut saw, so called when it replaced the falling ax as the sole means of putting the tree down. It is said to have been used first in the Douglas fir region by Alex Polson, famous Washington logger.

Female splice—A temporary splice in a wire rope.

Fender—To move a log past an obstacle by using a sheer skid, or short log, to warp it around the trouble.

Fender log—In yarding with bull teams, this was a log or skid placed so as to help sheer a turn of logs around a bend or past an obstacle.

Fender skid—A log placed along the lower side of a slanting skid road to hold logs on the road.

Fernhopper—A forester from Oregon State College.

Ferrule—A metal sleeve or collar babbited to the end of a short wire rope to make a choker. Also called a nubbin.

Ferrule butt hook—The socket on the butt rigging into which the choker nubbin is fitted.

Fid—A short sharp steel tool used in splicing wire rope; a marlin spike.

Fid hook—a. A flat hook with a narrow slot and a movable tongue. It is used to tighten two ends of a chain and lock the connection. Using the tongue as a lever, it is brought down into the slot, and a ring on the shank of the hook is slipped down over it to lock the tongue in place. b. A flat hook without the tongue. In this case a link of chain is grabbed in the slot to make the lock in cinching up a load.

Fight hang-ups—To straighten out chokers, cable, logs, stumps, rocks, blocks, men, and messed-up rigging from the damnable tangles which can occur in yarding.

Fight the bell—A choker setter trying to be ahead of the rest of the crew in grabbing the bell or nubbin on the end of the choker wire.

Figure 8—A method of wrapping a choker around two logs, with ends together but lying in different directions, so that when yarded they will skid together without fouling the choker.

Figure 8 hook—A hook once used to connect the haulback to the butt rigging. It stayed locked as long as there was a pull on the line. It was opened by sliding to one side with a scissors-like motion when necessary to change lines.

Figure head—To a logger, anyone who works with figures; a bookkeeper.

Filer—A man who sharpens saws and gets blamed for anything and everything that makes the sawing go hard.

Filing shack—A special shanty with big windows and usually a skylight to give the filer the best possible light on his work. Because it is frequently located close to the actual work, the filing shack is perhaps more widely used as a guide than any other marker in the woods. "Turn left, first road past the filing shack," etc.

Fill out—To add enough cars to a train to make up the full tonnage which the locie can pull over a given stretch of track.

Filler—A hemp or iron core in a wire rope.

Filly—A girl.

Fillyloo bird—A dirty bird often appearing in loggers' yarns; eats red pepper, flies backward for cooling purposes.

Filson—The brand name of a manufacturer of woods clothes, particularly of a cruiser coat which has been favorite woods wear for many years. The name has come to be applied to almost any make of cruiser coat.

Fin boom—A boom attached at one end, the other swinging free out in the stream. A winch controls a series of wooden fins attached to the down-stream side of the boom. When logs are coming down river, the fins are pulled about at right angles to the boom, forcing it out into the stream where it shunts logs into a storage boom. When the fins are released, they drop back roughly parallel to the boom which then floats in line with the current, leaving the river passage open. A fin boom was still in use on the Coquille River in Oregon in 1950.

Fin splice—A wire rope splice in which the frayed-out end of the line sticks out from a tuck like a fish fin.

Fine grain—Wood from old growth yellow fir logs.

Finger link—A pelican hook.

Fink—A low-life double-crossing so-and-so; a word to be used with care around men who know what it means. Frequently heard around camps in the days of the Wobblies.

Fir—In the Northwest this almost always means Douglas fir; there are also other true firs such as grand, alpine, silver, white, noble (larch), Shasta red, California red. Red fir and yellow fir are names for young and old Douglas fir.

Fir region—Short for Douglas fir region, including southwestern British Columbia, Washington and Oregon west of the Cascades, and northwestern California.

Fire boss—A man who makes the decisions and takes the blame on forest fires, where something always goes wrong.

Fire box—Stomach; particularly the stomach of one who has just returned to camp from a week end in town.

Fire boy—Fireman on a steam locie or donkey.

Fire bug—a. A maniac who sets forest fires. b. A man who is careless with fire in the logging woods.

Fire danger—A combination of conditions which add up to good working weather or bad fire weather; in the latter case, a shut down of logging is indicated.

Fire hazard—The condition of fuels on the ground, particularly applied to slash.

Fire in the hole—Look out, the fuse has been lit on a powder charge.

Fire line—A cleared line down to mineral soil surrounding a going fire to prevent it from reaching fresh fuels.

Fire out—To burn out any unburned fuels lying between the fire line and the edge of the fire. It is not always possible to put the line right next to the flames; and if too much fuel is left between, the fire may build up in it, and break over the line.

Fire patrol—Another name for a privately-operated forest protective association.

Fire road—A forest protection road built to get men and machines to a fire as fast as possible. Often built on abandoned logging roads and railroads.

Fire scar—A burn on a tree trunk, often a point of decay which degrades the log.

Fire season—Throughout the West a period usually from May to October in which fire danger is severe.

Fire trail—A cleared line around a slash area or other hazard, intended to prevent fire from escaping out of it.

Fire up—Getting fire started in a steam donkey or locie ahead of time so there will be steam ready when the crew arrives to go to work.

Fire warden—a. According to a well known fire warden he is the most disliked man to come on a logging operation because he has authority to shut it down. b. Actually the man in charge of fire control for a company, an association, or a state district.

Fire watch—The watchman left after the day's work is done on a logging side.

Firebreak—A stream, ridge top, other natural barrier, or a man-made fire stop.

Fireman—a. Fireman on a donkey, skidder, or locie. b. Fire warden in a logging camp. c. A forest fire fighter.

Fire's out—This is the donkey puncher's reply when the crew hollers in to find out why logs are not moving; he has killed the motor on his gas or diesel donkey.

First faller—Lead man in the falling crew; sometimes applied to the bull buck on a small operation.

First growth—Virgin timber.

First loader—Head loader.

Fish-eyes—Poorly cooked tapioca.

Fish-plate—A heavy plate which spanned two ties in early day logging railroads. The ends of two rails were butted together over the plate, and fastened to make a rail joint at this place.

Fishskin—A waterproof slicker worn by green hands or non-loggers; it tears so easily it is no good for woods work.

Fishtail hook—A hook for general purposes such as holding the eyes of the straps in crotch line loading. The point of the hook is flattened out to make it more difficult for the eyes to fall out.

Fist choker hook—An old time flat choker hook shaped like a partly closed fist.

Fit—a. To fit up or sharpen a saw, put it in good shape. b. Used in a variety of ways, as "he fit good" meaning both a good fighter, and a man who gets along well on the job.

Fit hook—A hook closed by a ring which could be pounded shut to tighten on one or more lines. Later it could be pounded loose.

Fixer—The camp blacksmith.

Flamethrower—Varieties of oil-burning rigs used to start fires in slash, or to start backfires when fighting forest fires.

Flange—As used in logging camps particularly meant a flange clamped on the barrel of a donkey drum to narrow it down.

Flapper—A piece of wide belting on a handle, or a wet sack used to slap down grass and light brush fires.

Flat—a. A bench, or flat place on a mountain. b. Flat wheel on a logging car. c. A flat car on the railroad. d. Flat tire, same as any place else.

Flat bed—A farmer's truck or other non-logging truck used temporarily for hauling logs.

Flat hook—A choker hook similar to the boxing glove hook.

Flat raft—A log raft one layer deep. Properly made it will stand fairly rough water, but not storms.

Flatlander—A farmer; a workman who has moved from the prairie states; anyone not a mountain logger.

Flatten down—To unscramble the logs in a jam so they will move freely when hit by water from a splash dam upstream.

Flatwheel—A lame man.

Flea-bag—A flop house or lousy hotel.

Fleet angle—The angle measured between—a line from the center of the bull block sheave to the center of the main drum and—a line from the center of that sheave to the rim of the drum. To avoid undue wear on the cable the fleet angle should be held to about two degrees.

Flip the chip—To do a fast or expert job of ax work; mostly applied to undercutting.

Float—A big raft, to hold a donkey, a donkey and an A-frame, camp building, etc.

Floatage—Logs spread over the surface of a river or lake.

Flood gate—The main gate on a splash dam.

Flood logs—To move logs down a river by flooding the stream with water from a splash dam. See splash.

Flora's chickens—Ravens; from old Joe Flora, a well known Oregon logger in days past.

Flow land—A river bank which is covered with water during freshet time, or as a result of splashing.

Flowage—A head of water dammed up for fluming.

Flume—A wooden water trough on trestles or cribwork to carry logs or lumber to milling or loading points. The famous Thielsen flume in the Blue Mountains of Oregon carried 50,000 board feet of lumber and 300 cords of firewood daily to Milton.

Flume box—The trough, supported on a trestle, which carries the water in a flume system.

Flume chaser—A man who patrols log or lumber flumes to spot jams and watch for needed repairs. Also called flumer herder, flume walker.

Flume tender—a. Same as flume chaser. b. A repairman, part carpenter, part bridgeman, who maintains a flume.

Flunkie—A table waiter or a dishwasher.

Flush dam—A name occasionally used for a splash dam. It ponds up water to wash logs down a river.

Fly—A large chunk of canvas used to cover equipment temporarily; or as a cover over a tent; or over a temporary woods camp.

Fly blowed—No good.

Fly bread—Raisin bread.

Flyer—a. A skyline donkey. b. Any fast powerful steam donkey.

Flying—chokers—Flying two chokers is yarding with two chokers; the term is changed to suit the number of chokers used.

Flying Dutchman—a. A rigging hook-up for high-leading parallel to the railroad. See Dutchman. b. A slotted piece of steel to fit over part of the sheave on a loading block, to prevent the tongs from jamming in the throat of the block.

Flying machine—A fast donkey, or a skidder.

Fog—Steam.

Fog belt—The Sitka spruce—hemlock strip along the coast in Oregon, Washington, and British Columbia, and the redwood country in northern California. Often does not go more than ten miles inland.

Fog so thick the camp carpenter shingled half a mile of it off the end of the bunkhouse afore the sun come up—A medium fog.

Fog so thick you could seine a salmon in it—A medium fog (there are seldom any real thick fogs in the West Coast woods—a genuine thick one has to be cut up in pieces like building blocks and laid to one side to make a passage through it).

Fogging—a. Making a fast run on logging railroad or truck road. b. Throwing out large clouds of steam from locie or donkey.

Folded up his face—He quit talking.

Fool killer—A bent pole or a limb under tension. It can cause a severe injury when suddenly released, and hence is applied to any dangerous situation not likely to be recognized by a greenhorn.

Foot block—The rigging once used to attach a loading boom to the base of a spar tree.

Foot plank—The walk alongside a flume, used by the flume herder.

Footage—A quantity of timber or logs. The amount of timber on an acre, or logged in a day or dumped in a boom, etc.

Footing—a. A place to stand while working, particularly while falling. b. A foundation for bridge, building, skidder, or other logging equipment.

For the baking business—The flimsy excuse of a dry logger asking a grocer for a gallon of vanilla or lemon extract in prohibition days.

Force burn—To set slash fires under wet conditions when fire must be forced to burn with much oil and effort; under these conditions it will not run into marginal green timber, or burn too hot in the open.

Fording—Yarding logs across ground so swampy it's like fording a river.

Fore-and-aft—a. A V-shaped trough made of logs, used for roading long distances or across swampy or other unfavorable ground. b. Small skids placed so as to make logs climb or turn in a desired direction in ground logging operations. c. Logs placed on the inside bottom of a flume to keep large logs from rubbing on the bottom of the box. d. To log, using a fore-and-aft road.

Fore-and-aft plank road—The usual type of plank road, with two or three heavy timbers on each track, laid on stout cross pieces like ties.

Fore-and-aft pole road—To make this type of road, logs were laid

lengthwise on cross ties, usually two or three logs on each track. Flat surfaces were hewed on top, and an outside log was laid to make a curb so as to keep truck wheels in the tread. This type of road was used in the earliest days of truck hauling in the woods.

Fore-and-after—A man with a one track mind.

Forepaws—Dogs used to attach logs to each other for trailing to the landing.

Forest engineer—A logging engineer who is also a forester.

Fork—The branching of a tree trunk, a road, a creek, a river, or anything else splitting in two.

Forty—Forty acres; a standard unit in land surveying, widely used in describing parcels of forest land.

Foul—a. As in a seafaring sense, to foul the lines, tangle the rigging; a foul block means that the line has run off the sheave of the block. b. To mess up a job. c. To leave a car on a siding so close to the main line that a passing train will hit it.

Four-bunk car—A skeleton car about 70 feet long to handle long logs. Also a standard 40 foot car with two extra bunks to handle relogged stuff, and other short material.

Four cutter—A crosscut saw with four cutting teeth alternating with the rakers. Early crosscuts had only two cutting teeth and the four-cutter was a great improvement.

Four-drum donkey—A donkey used as a combination swing and loading machine.

Four-drum yarder—A donkey equipped with main line, haulback, straw line, and heel block drums.

Four-four—Four long and four shorts, an unwelcome signal on a donkey whistle indicating that a man has been hurt.

Four L—The Loyal Legion of Loggers and Lumbermen, an association of woods workers organized toward the end of World War I; eventually it was outlawed by the Wagner Act. Its original purpose was to offset the IWW and it was begun with a lot of patriotic propaganda. Then after the armistice it was reorganized as an association of employees and employers in the Northwest lumber industry.

Stewart Holbrook was a reporter and editor for the 4L periodicals, and is in a position to know the truth about it. He says: "I think it was merely ahead of its time, and it would be ahead of its time if it were in business today. There was nothing wrong with the idea. The 4L had district courts of appeal to settle disputes between men and management, and there was a board of directors for further appeal. The directors composed equally of employees and employers could name two arbitrators who would then pick a third. This was the supreme court. The 4L preserved the 8-hour day and greatly improved conditions in the camps. Had it not been for certain bullheaded people the 4L might be alive today. The IWW always said that it was a bosses' outfit. This was not true. In the summer of 1923 as a roving reporter for the 4L I was refused dinner and a bed at one camp because a big shot said I represented a 'pink' outfit. The same summer, Wobbly pickets heaved rocks at me because I represented 'the bosses.' Which will give you a good idea of how controversial the 4L was at that period."

The 4L was sometimes said to mean lazy loggers and loafing lumbermen.

Four-line skidder—A Clyde railroad skidder used in the pine country.

Four paws—Double log grabs, hooks for fastening logs together in ground lead yarding.

Fourth of July—A shutdown. The term comes from the practice of laying off for a period after the Fourth of July until enough men sobered up to get the operation going again.

Fouts' grip wheel—A donkey on a car, moving itself on a railroad by means of a cable running over a big wheel equipped with grips. As the wheel revolved, the several turns of cable wrapped around it towed the car uphill, and lowered it down. Logs were trailed downhill behind the car, making it a moving roader, or a sort of walking Dudley. In 1900, one grip wheel at Marshland, Oregon, ran on a track 8 feet wide, and climbed grades up to 28 per cent.

Frame—The basic structure of a piece of equipment such as a donkey frame, which carries the boiler, engines, and drums.

Freak—Almost any new piece of gear when tried in the woods for the first time.

Free end method—An overhead cable system of logging in which the butt rigging is free to be pulled around so the crew can get logs easily; butt rigging not tied to a fall block.

Free logs—Unbranded logs washed down a river, or cast ashore when an ocean raft breaks up.

Free steamer—A donkey or locie which is easily fired, makes a lot of steam per cord of wood or ton of coal, and gladdens the heart of the fireman.

Freeze-cat—A polecat.

Freeze the pin—To strain equipment so that it cannot operate; to foul the pin in a clevis or block; to stretch the slack on a train so the brakeman can't pull the uncoupling pin, etc.

Freight—To carry supplies to camp by team, in the early days. This was often done under contract by a man who had nothing to do with the actual logging.

Freighting his pack—A man quitting camp with his packsack on his back.

Freshet—The spring flood welcomed by the old time logger as a means of getting his logs to the mill.

Fresno—A two-wheeled scraper or dirt scoop; an improved variety of slip, but forgotten now that the dozer is used in all camps for road building.

Friction—A clutch on a donkey engine operated by hand, by steam, or air, and so named. It holds the drum against a turning wheel driven by gears connected by crankshaft to the engine.

Friction blocks—Hardwood blocks used to provide a bearing surface between the power wheel and the line-holding drum on a donkey.

Friction drum—A gypsy spool or small capstan to which a line was not permanently attached. Pulling power was obtained by taking several turns of line around the drum, letting friction do the work as the drum turned.

Friction pin—The key which forces the drum into contact with the moving gear wheel in the clutch assembly on a donkey.

Froe—A heavy blade with an eye socket to take a handle at one end. A stout wooden club is stuck into the eye, at right angles to the blade. The broad back of the blade is hammered into a bolt of wood with a mallet or club, then the tool is tilted sharply to splinter off a shingle or a shake, which is a thicker, bigger shingle. Also called froe-knife, and frow.

Frog—a. The point where log chutes come together. b. The crossing piece on a railroad switch. c. A Y-shaped branch of wood once used as a rough sort of sled in skidding small logs.

Frog hair—One frog hair is a very fine measurement in forest surveys.

Front—a. A name given to that part of the forest fronting on drivable streams. When this was cut off, it became necessary to build railroads to get at the timber behind the front. b. Any cutting edge of timber, as the marginal trees on the edge of a clear cut area.

Front end—The smoke box of a locie, where spark-arresting screens are supposed to be, and often are not, because they clog up and the fireman rips them out to improve the draft.

Frost crack—A split running up and down the trunk of a tree, caused by extreme cold.

Frosty—White haired.

Fry cake—A miserable mixture of dough and water and anything else left in the grub box, cooked in a frying pan. Not by choice, but when grub is about to run out in a side camp or a fire camp.

Full of staybolts—A log full of knots.

Full rigged—A tree all rigged up ready for yarding.

Full scale—A pay scale for bushelers which allows them the gross scale of a log without deduction for breakage or defect.

Fusee—From the old-time railroad signal fusee a backfiring flare has been developed for use in forest fire fighting.

Fuzz face—A boy.

g

Gaff—The pointed or business end of a pike pole used by boom men in shoving logs around a pond. It has both a spike and a spur.

Gaffer—A side rod or foreman.

Gall—a. A bump of any kind on almost anything. b. A sore spot on an animal rubbed by harness which does not fit properly.

Gall stones—a. Rocks in the beans. b. Pits in cherry pie.

Galloping goose—a. Any small steam or diesel locie which does not run smoothly. b. A three- or four-wheeled old time steam traction engine used to pull heavy log carts in the California pine country. c. A loose-joined speeder or crummy.

Gandy dancer—a. A section hand. The "gandy dance" was the movement made in tamping ties. b. A name given to Hindus working on the dock at the end of the flume. When something went haywire and logs or lumber started to fly around, they would scatter in all directions and their awkward running movement was called gandy (Ghandi?) dancing.

Gap—a. A pass or low saddle in the hills. b. A log sorting works on a stream. c. Various kinds of gaps in standing booms, named according to their use as overhead gap, a bridge over a permanent opening; swing gap, closed by a log hinged at one end; slide gap, opened by a log which slides to one side; and so on.

Gap stick—The log floating across the throat of a sorting gap to close it off.

Gas engine—A gasoline powered rig of any kind used in the woods, pump, locie, donkey, speeder, etc. The first gas donkeys appeared about 1911, but were not powerful enough to compete seriously with steam at that time. Effective gas yarders began to appear in the woods about the mid-twenties.

Gate boom—A swing boom across a river. It can be closed to catch logs, opened to let trash go by.

Gear grinder—A truck driver.

Geared engine—A Climax, Heisler, or Shay locomotive, in which power from the cylinders was transferred to the driving wheels through different gearing arrangements. These engines with short wheel base and extra power were preferred on steep, crooked logging roads, particularly the temporary spur lines where speed was not important. For long mainline hauls the standard rod engine was used. See each name for more detail.

Geary high lead cap—A patent rig to fit on the top of a spar tree. It had various connections built in for the attachment of blocks and guys, and was supposed to save time in rigging up a tree.

Get a fix on it—To get a line of sight on a fire in order to plot its location on a map.

Get the book—Advice to some ignorant logger who does not know how to do a job.

Get the bulge on—To get an advantage of a man.

Get-up—a. The kind of clothes worn. b. Any unusual arrangement of working conditions, or equipment.

Get your time—You're fired.

Getaway road—A path picked out ahead of time for rapid travel away from a tree which is just ready to fall.

Gibson raft—An ocean-going raft built on a floating mat, not in a cradle. It is square, not cigar-shaped like the Benson. Much smaller and more quickly built than the Benson. Generally about 160 to 210 feet long, containing some million feet of logs. Invented by James Gibson of Vancouver, B. C.

Gilchrist—a. A jack used by hand loggers to get their logs into the water, or otherwise move them. Also used to jack logs on and off cars in the early days. b. A self-oiling high lead block.

Gilflirt—To get all fouled up in horse logging.

Gill guy—When not possible to find a good tail hold for a skyline on a straight lead behind the tail tree, it may be necessary to angle the line to one side. If the angle is very large, a great strain is placed on the tail tree. To overcome it, a gill guy is tied to the middle of the span between the tree and the anchor, and pulled back at right angles to the skyline, thus relieving the strain.

Gill poke—a. A horizontal stiff-arm or swinging boom used to poke logs off cars at a log dump. b. A pole or plank used to shove something. c. A loose plank on a plank road or bridge which flies up and spears a car or truck; or a branch lying in a road which does the same thing.

Gill poked—a. Stuck, or hung up. b. Hit in the stomach. c. Shoved off, as a logger knocked off a car by a swinging log.

Gillagahike (also spelled gilligahike)—a. Any rig used in doing a peculiar or odd job. b. Any machine to roll up heavy lines. c. A motor speeder. d. A small donkey, as for example, one used on a little incline to haul men and supplies up the hill to the Larkin camp at Nalpee, Washington.

Gilley—A platform hung on the pile line, on which the crew could be raised and lowered along the face of a bent while spiking the braces, in bridge building.

Gilley engineer—Engineer on a small donkey, generally used for some purpose other than logging.

Gilly g'lieu—A hunting cabin or shack.

Gimpy—a. A lame man. b. A machine not operating properly.

Gin—Short for gin pole.

Gin pole—An almost endless variety of rig-ups using a pole or two for loading logs.

Gin tree—A gin pole used in raising a spar tree.

Gingered up—Drunk on Jamaica ginger.

Give a spread—To push logs apart in the center of a boom in order to get that last log squeezed into the space in the middle.

Give 'er snoose—a. To pour on the power. b. To ask for more steam.

Give him a face full of knuckles—Mow him down! An encouraging word from the sidelines in a fight.

Gizzard—Any insides of man or machine.

Glancer—A sheer skid, short log used to sheer logs around a turn in the road or an obstacle of some kind.

Glove—Up to the middle 1920's fallers and buckers and snipers still in the woods wore light leather gloves made by Churchill in Centralia, Washington. The rigging men wore very heavy leather gloves reinforced with leather patches riveted on the thumbs, fingers and palms with copper rivets.

Glut—A heavy hardwood wedge used to follow steel wedges in getting an extra lift in falling trees. Also used in splitting redwood.

Go-around—Short for merry-go-round; a confused situation.

Go-back road—The other end of a come-back road; the road that empties take when going back to the woods from the log dump; or that cats take when going out to yard in more logs to the landing.

Go-devil—a. A crude sled, sometimes the forks of a small tree, used as a dray. b. A two-wheel log cart or bummer. c. A vehicle for which a better name is lacking. d. A rapid traveler.

Go down the pike—To quit the job.

Go down the road—To quit or be fired.

Go fishing—To lay off. Used also to mean going on strike.

Go it blind—To fly at a job not knowing anything about the work.

Go to logging—To start logging.

Go to the barn—To be fired.

Go to town—To get paid off and head for the skidroad.

Goad stick—A sharp stick used to urge oxen.

Goat—a. A rig-up donkey. b. A switch engine. c. A small burner used to start a fire in an oil burning donkey.

Gobboon—Some early day bunkhouses were fancy enough to have spittoons, called gobboons.

Gon—A railroad gondola car used to haul pulp logs; sometimes fitted with permanent unloading straps (cables).

Good corner—A section corner which has been re-located for sure. Sometimes it is very difficult to locate a corner in heavy timber, particularly if the survey notes were written in a local saloon instead of from an honest survey.

Good ground—An easy logging show. Particularly means a good falling show where lots of timber can be put down easily, without breakage.

Goop—a. Any dirty, sticky, smelly, messy stuff. b. Petroleum jelly used for starting slash fires.

Gooseneck—a. An old type of spark arrester with a wire mesh tube about the size of stovepipe, curving back down from the top of the stack to a washtub. The tub was supposed to be full of water but was generally empty and lots of sparks got away. b. Short iron dogs set

into the bottom of a log chute to slow up logs coming into a turn, or arriving at the delivery end of the chute. c. A brakeman's brake stick. d. The yoke of a block.

Gooseneck boom—The boom on a loading shovel or crane, bent for greater stability and ease of use.

Gooseneck hook—A flat hook used to catch a link of chain so as to lock it.

Goosepen—In the redwoods, a large hole burned in the base of a big tree.

Gopher—a. A digging tool used to scrape a hole under logs which were hauled by big wheels. This made it easier to pass a chain under the logs so they could be secured to the frame of the big wheels. b. A small power shovel.

Gopher hole—a. A hole shot under a log to run a choker under. b. Any hole *dug* for blasting powder, not poked with a bar, and not made for springing.

Gophering—Prospecting in the hills around camp on Sundays or other time off.

Gopher man—a. Powder man, particularly one who blew holes under logs for chokers. b. Man who dug a hole under logs which were to be hauled by big wheels.

Gorilla—Any brush ape.

Got a half-Nelson on the payroll—A man with relatives among the bosses of the company.

Got a tit in the wringer—In a bad fix.

Got 'er by the face—a. Said of a man who is in charge of the show. b. A job which is going along successfully.

Got 'er made—a. A job done well. b. Made a stake, hit it lucky.

Got flies on it—No good.

Got the wrinkles out of his belly—A complainer. When a man comes to camp hungry after a spell of no work, everything looks good to him and he has no complaints. After he fattens up, gets the wrinkles out of his belly, then he finds things to gripe about.

Gouging—The scarring of logs in a river drive from pounding on the rocks and shoals.

Government sale—Stumpage bought from a federal timber agency, usually Forest Service or Bureau of Land Management.

Government square—The actual area of the top of the stump, used in figuring fallers' pay.

Grab—a. A spike set in the bottom of a log chute to slow logs coming down a steep pitch. b. A hook. c. A stop used on a hauling line.

Grab driver—a. A dogger. b. A grab hook man.

Grab her by the face—To take hold of a difficult job in the right way.

Grab hook—A hook with a narrow throat, used to catch a link of chain in order to cinch it up, as in binding logs on a truck.

Grab hook man—In animal skidding days he set the grab hooks or tongs into logs to be skidded, and thus became the ancestor of the choker setter. Also called grab hooker.

Grab hooks—a. A pair of heavy tongs hung from a link, which in turn was attached by the tag line to the main cable of a roading operation. b. Also the paired hooks used in grabbing on to, or in hooking up, logs to be skidded.

Grab iron—Any iron handle by which a man climbs on or hangs on to a piece of equipment.

Grab man—A man who fastened logs together with grabs when making up a turn for a donkey, in a roading operation.

Grab the snotty end—To take the heaviest part of the job, or the worst end of a deal.

Grabs—a. Handholds. b. Hooks, dogs. c. Skidding tongs. d. Paired grab hooks.

Grade—a. The quality of a log; peeler grade, cull, etc. b. A railroad route. c. A completed base for truck road or railroad. d. A hill. e. Abandoned railroad or truck road used as a fire road.

Grade destroyer car—A flat car with a heavy bulkhead on one end, used on incline railroads. It prevented logs from sliding off no matter how steep the grade.

Grain fed—A particularly buxom girl.

Grandma—a. The low gear on a truck. b. Any slow-footed logger.

Grape grabber—A man who looks for the easy show every time.

Grape picker—A man who shines up to the boss whenever possible.

Grapple—To attach loading or skidding tongs to a log.

Grass line—A light line also more widely known as straw line or guinea line.

Grauser—The vertical traction cleat on the track pad of a tractor. This is usually spelled as it sounds, "grouser," which is wrong according to the authority of Ted Flynn. Grauser comes from an old time square spade, which the cleat resembles.

Gravity spur—A piece of track on which empty cars are fed down to the loading point by gravity.

Gravity system—A method of handling logs, lowering them down a cable, a pole road, or a gentle incline, no power being used.

Gravity water—Boiler feed water piped from a spring or creek located above the donkey setting.

Gray as a badger—Generally a man past middle age.

Grease dauber—In the early days of logging, a man or boy who walked along the skidroad with a bucket of grease and greased the skids so the logs could be skidded more easily.

Grease monkey—a. The same as grease dauber. b. A mechanic who greases trucks and cats.

Grease swabber—A poor fry cook.

Grease the pig—To grease the squealing wheel on a log truck pulled by horses.

Grease the skids under—a. In bull team days, the job of the grease dauber. b. To put a man on a slippery footing with the boss, usually helping him to get fired.

Greasy shirt—A mechanic.

Green as an Indian fresh off the reservation—A green logger.

Green-cut—Poles or logs cut from live timber, not snags or fire-killed timber.

Green timber—a. The uncut forest. b. Green trees as opposed to fire-killed, bug-killed, or other dead trees.

Greenback—A logger's term for a forester.

Greening up—Said of a cutover area in which vegetation is starting to grow after a heavy fire.

Grid—Same as apron.

Griddle greaser—A cook's helper.

Grip hook—A cup-type end hook used in loading logs.

Grip wheel—See Fouts' grip wheel.

Grips—Tongs used in skidding.

Grizzly—a. A man hard to get along with. b. A screen used to shake out gravel.

Groan box—A radio.

Groove-faced—A donkey drum with the barrel grooved to form a pattern which will lead the cable to spool on smoothly.

Ground—The kind of territory on which a logging operation is being carried on—cat ground, high lead ground, poor ground, etc.

Ground haul—Another name for the better known term ground lead, the early day donkey logging method of hauling logs entirely on the ground, not lifted up at one end as in high lead.

Ground haul engine—A donkey used in ground leading.

Ground hog—Second loader in a horse logging show.

Ground lead—Yarding logs by donkey from the woods to the landing on the surface of the ground. Ground lead put machines in place of oxen and was the first step toward the complicated rigging and high-ball operation of a modern camp.

Ground line—Same as ground lead.

Ground pull—Same as ground lead.

Ground rope system—The earliest method of ground lead yarding using manila ropes. It was in use in the redwood country about 1885.

Ground skidder—A skidder used as a high lead rig, without skyline.

Ground slide—To slide logs down a steep pitch without the use of a chute.

Ground so rough it would brain a bird—Very rough ground indeed.

Ground yarder—A donkey engine used in ground lead yarding.

Groundman—A helper or handyman around a shovel, crane, loading rig, etc.

Grouse ladder—A hooter tree, or one with a great many rough branches to serve for grouse perches.

Grouser—a. A bellyacher. b. A chunk or limb stuck in between the chains to even up a load of logs. Sometimes placed under a log for the same reason.

Grub—a. Hardwood sprout growth, as grub oak, grub maple, etc. b. Eats. c. Junk.

Grub hoe—A stout-handled heavy hoe used in fire line work or other digging where a shovel is not suitable.

Grub hoe carpenter—A camp carpenter who could do a lot of work with few tools.

Grub worm—A wood borer, especially a big one in dead timber (sometimes ½ inch in diameter and 2 inches long).

Grubpile—a. A supply of grub. b. A call to come and get it.

Grubstake—a. Enough money to eat on, or to buy a supply of grub. b. To supply a man or a crew on shares, as on a prospecting trip.

Guard rail—a. An extra rail laid inside the running rail on sharp curves on logging railroads, to prevent derailment. b. A short length of rail inside a switch to prevent the flange of the wheel from pulling off the point of the switch when going on to a side track.

Guessing stick—A cruiser's stick marked to give the number of logs in a tree, and the diameter of trees.

Guide roll—A roller used to guide the cable on an incline railroad. At times it was also used as a block in ground lead operations.

Guinea—A short stake used as a reference mark in logging engineering.

Guinea line—A straw line or light cable used in moving other lines, doing odd jobs around a logging operation.

Gulch—a. A small steep-sided valley. b. The trench made by yarding for a considerable time on the same road.

Gullet—The space between the cutting teeth and the rakers in a crosscut saw to allow the shaving to curl up and be carried out of the cut.

Gully-washer—A heavy rain.

Gum—a. Pitch. b. To grind out the gullets on a saw.

Gum up—To get a saw stuck when making a cut, due to heavy pitch in the tree or log, or not enough oil on the saw.

Gumboot show—a. Logging in a swamp. b. A very wet day in the woods.

Gummer—A short-toothed saw used in falling or bucking.

Gun—a. A heavy pipe carrying a charge of black powder used to split redwood logs too large to handle. b. A frame of long sticks used for sighting the direction of fall and the angle of the undercut, when falling big trees. In smaller timber the faller uses his ax handle for gunning the line of sight. c. A name for a transit, or for a level.

Gun boats—Pieces of tire casing to go over caulked shoes when walking on a good floor.

Gun 'er—To apply power, right now; to give the engine full throttle.

Gunning—Using a sight gun to look out the line of fall of a tree. Also called sighting.

Gunny sack show—A poor operation; haywire.

Gunny sacked—Broken or fouled up.

Gunpowder—Black pepper.

Gut—A narrow passage-way.

Gut a show—To high-grade a stand of timber, take only the very best logs out of it.

Gut chain—A chain used when loading logs to pull the wing logs closer together, making a better saddle for the log on top. Under the Oregon law, one of the four binders required per load may be a gut chain.

Gut hammer—A short piece of iron used to pound an old saw, an iron triangle, a truck brake drum, or other chunk of metal to make a loud noise indicating when grub is on the table. Also used to waken men in some camps.

Gut heater—A slug of whiskey.

Gut horn—In the old days, a long tin horn blown by the cook's helper to call a logging crew to eat; especially used when hot grub was carried out to the job.

Gut log—The center log or logs in a load.

Gut robber—A camp cook.

Gut-shot—A man with an ulcer or other serious stomach complaint.

Gut wagon—The camp supply wagon.

Gut wrapper—Same as gut chain.

Guts—a. Has the same meaning in the woods as elsewhere—means courage. As one old logger said "that rabbit had so much guts it was chasing a cougar." b. The insides of anything, man or machine, alive or dead.

Guts, feathers and all—The whole works.

Guy—A guy line to hold in place a spar tree, a loading tree or boom, or anything else that needs a brace.

Guy line loading—Using guy lines supporting the spar tree to carry the additional lines and blocks needed to load logs; saves rigging up a separate loading tree.

Guy-spike—A heavy railroad-type spike with a hole in the head used to fasten guy lines to stumps. The hole makes it easy to pry the spike loose.

Guying drum—On a skidder a small drum used only to tighten guy lines. Also used on early Clyde skidders and on very recent portable loaders.

Gyp stick—Same as cheat stick.

Gypo (or gyppo)—a. A small logger. b. Almost any woods job done on contract. c. To log by contract.

According to Colonel W. B. Greeley, the term began with western railroad building. Several laborers from a construction gang would form a little co-operative with a few old tools and mules. They would contract for grading a station or two on their own. They "gypped" the regular gangs by working all hours of the day and night and so established the name gyppo for a small contractor who got by through gypping the storekeeper or boss or anybody he could. It meant an outfit that could stay in business only by cutting corners. So many one time little gypos have grown into medium sized or big operators that the term has become more respectable today, does not mean gypping.

Gypo slackline—A variation of a high lead rig-up in which a yarding block is hung on the haulback, and a short line from the block is attached to the butt rigging. In reaching across a canyon, a lifting effect can be given to a turn of logs by adjusting the pressure on haulback and main line drums. Hang-ups are reduced by getting the logs somewhat clear of the ground.

Gypsy—a. A combination locie and donkey with two horizontal spools mounted on the engine where the pilot should be. The spools were powered by a crankshaft which could be thrown into operation by a clutch. It must have been quite a sight to see a railroad engine yarding logs with the hogger acting as a donkey puncher. b. A horizontal spool on older types of donkeys. It required a spool tender who held the line with several turns around the spool, and carefully

piled the line as it came in. This was also called a gypsy spool. c. After modern drums displaced gypsy spools in yarding, a small gypsy was often added to the main drum shaft on a donkey. It was used as a winch or friction loading drum to parbuckle loads, or for odd jobs such as moving cars, or raising and lowering the climber in rigging a tree; this latter job very dangerous.

Gypsy head—In old time logging, a spool or drum on a locomotive for loading and unloading logs. It was operated by steam from the locie boiler.

Gypsy jammer—A loading rig operated off a gypsy head.

Gypsy line—A soft line used on the gypsy head or spool to parbuckle logs.

Gypsy tender—A highly skilled workman who handled the line, wrapped it around the spool, and rolled it up as the line was paid in. Also called spool tender.

Gypsy type engine—A lowering engine using a very large gypsy type wheel; opposed to the heavy duty roader also used for this type of work. In the latter the cable was reeled directly on and off the drum.

Gypsy wheel—A very large drum holding several wraps of cable which raised and lowered the power car on inclines.

h

Habitant—A French-Canadian logger.

Hack—a. The caboose on a log train. b. To make ties.

Hair pounder—A teamster, mule skinner, or in the old days, an ox driver.

Haired up—Cutover land grown up with young trees.

Half a side—A rig-up crew consisting of head rigger, second rigger, a hooker, a couple of loggers, and a donkey puncher. This crew rigs up ahead, may even do a little logging if caught up on the rigging.

Half-breed—a. If an engine: a donkey, between a roader and a yarder. b. If an Injun: half white. c. If an ax: a combination falling and swamping ax.

Half burn—To burn half the slash as a fire prevention measure. Difficult to do; usually it's all or nothing at all when burning slash.

Half moon—A piece of metal nicked out of an ax by striking it against a stone or a mountain mahogany tree.

Half side—A cat yarding part of a setting to within reach of a donkey.

Half-sole a chew—To spike chewing tobacco with snoose.

Halo cumtuks—No savvy (from Indian).

Hamburger flats—A town skidroad.

Hammer—a. The pounding of a donkey engine with worn bearings. b. The big weight used to drive piling.

Hammerman—A pile driver engineer.

Hand—A member of a crew.

Hand fallers—Men who fall timber with crosscut saws as opposed to power saw fallers.

Hand jack—A small screw jack used (1) by hand loggers to get a log started down hill and (2) in loading logs on cars before the days of loading donkey engines.

Hand line—A light cable used by the high rigger to pull up the pass line block he will use in rigging the tree. The heavy gear will be pulled up by a line running through the pass line block.

Hand logger—A man who cuts trees, bucks logs, and yards them into the water all by hand. This operation is limited to very steep slopes along the coast. Fairly common in the old days, hand loggers are now almost gone or practically so, because no good shows are left.

Hand set—A pair of hand fallers.

Hand shoes—Gloves.

Hand skidder—Man who ran along throwing short skids under heavy logs as they were being ground skidded; he was the direct ancestor of the skidroad.

Hand sox—Gloves or mittens.

Hand wheel friction—A hand operated clutch on the haulback drum of a donkey.

Hand winch—A winch for swiftering by hand, or pulling boomsticks tight against the logs in making a raft.

Handy with the hammer—A man who tries to stamp his log brand onto strayed logs belonging to others.

Handy with the thumb—A scaler who cheats the cutting crew (according to cutting crews this includes all scalers).

Handyman—A man skilled at various jobs around camp, can fill in for different jobs if need be. Not a bull cook, but a very good logger.

Hang a block—To place a block in position when rigging up.

Hang an ax—To put a handle in it.

Hang sticks—To lay out boomsticks in a pocket ready to make up a raft. "Hang a set of sticks" means the same thing.

Hang the boom—To rig up a loading tree, or to place a boom on a spar tree.

Hang the throttle over the tank—To pull the throttle away out on a steam engine, and hence, to make a fast run.

Hang tough tit—To stick to a decision.

Hang-up—a. Logs stuck behind a stump or other obstacle in yarding. b. Rigging stuck in some manner so as to prevent logging. c. Any kind of failure on an operation. d. To get a tree stuck against another in falling.

Hanger—A bracket used on a tree or A-frame to support a skyline or tram line.

Hangfire—A dynamite charge that fails to blow in the normal time required for the fuse to burn down.

Hanging the rigging—Rigging up a spar tree.

Hanging wedge—A wide, flat, thin wedge, driven into a log at right angles across the cut, to prevent the log from breaking downward at the point of cut. Makes the two sawed portions hang together.

Harbor (The)—Grays Harbor, Washington, long a famous logging center.

Hard face—Any logger who looks, or is, tough. Particularly said of a man who gets the job done come hell or high water.

Hard hat—a. A metal or plastic safety hat; not a tin hat, which is a heavy canvas rainproof hat. b. A logger who wears one.

Hard looking country—Rough ground, tough to log or run a road through.

Hard-nose—A tough man, any mean, ornery cuss.

Hard rub—a. A heavy siwash in a line. b. A tough job. c. Bad luck.

Hardtack—a. Swedish biscuits or flat bread. b. Very, very stale bread.

Hardtack show—A camp with a poor cookhouse, poor grub.

Hardwood—In the Idaho white pine country, woods other than the soft white pine. Just as in the redwood country other species are known as whitewoods.

Harness—Rigging in place on a tree.

Harvesting—A latter-day term for logging; logging on a Tree Farm.

Has his head cut in—A man who is a clear thinker; from the railroad slang to cut in the air brakes on a train, and thus have some control

over it. A man with his brains disconnected is as helpless as a train with no brakes.

Has his tail up—A man not discouraged by a run of hard luck.

Hash hammer—Same as gut hammer.

Hash house—a. Cookshack. b. A restaurant.

Hash-rassler—Cookee, flunkie, or waitress.

Hasher—A waitress.

Haul—a. The distance over which logs are yarded. b. The distance over which logs are hauled from the woods landing to the dump.

Haul drums—Small drums on an electric donkey on which several turns of cable were wound before passing on to the main, or winding drum.

Haul-in line—a. In skidder logging, the line running from the donkey drum through the head block to another block hung from the carriage, and then down to the log. b. A main line on any donkey show. Also called hauling-in line.

Haul it off the fire before it's cooked—To leave a piece of work unfinished.

Haul up—A straw line or light cable used in horse-hauling a heavy main line into place in ground lead yarding.

Haulage rope—Another name for the main line, particularly as it was used in ground lead yarding.

Haulback—The line which takes the butt rigging back to the woods in yarding.

Haulback block—A block on the spar tree through which the haulback line runs. On the woods end, the haulback runs through corner or tail blocks.

Haulback show—A contrary set-up; goes backward instead of forward.

Hauled—Broke free; said of a log jam which has been dynamited or otherwise loosened.

Hauling drum—A main line drum on a donkey.

Hauling in line—The main line in old ground lead systems.

Hauling line—a. The main line in a cable system of lowering logs down a grade. b. The skidding line in a skyline system. c. Another name for the main line on a high lead show.

Have the deadwood on him—To have a considerable advantage over a man, to get him dead to rights.

Hay chaser—a. A teamster. b. A farmer.

Hay-rack boom—One type of the McLean boom loader, built of two parallel poles. Uses two pairs of tongs for McLean's loading system, one if heeling the logs.

Hayburner—A horse.

Haywire—a. A straw line or small cable used in moving the working cables. b. Anything not up to snuff; a miserably poor outfit; anything broken or no good.

Haywire side—A rig-up crew, so called because they handled a great deal of cable, or wire.

Haywire the job—To work in the cheapest possible way, cutting all the corners, using poor equipment, taking chances.

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Haywire from the cookhouse to the tail block—No damn good at all.

Hazel hoe—A light grub hoe used in building fire line, or for tree planting.

He—Anything extra big, stout, strong, as a he log, a he truck, etc.

He run so fast he—a.—Lapped his shadow the second time 'round. b.—Had to turn sideways now and then to keep from flying. c.—Was gone five minutes afore his shadow got started. d.—Just put a foot down now and then to steer hisself. In all cases, a rapid traveler.

Head—The top man in a crew. A large number of woods jobs have "head" in front of them to indicate the foreman on that particular kind of work. A number of the more common ones are listed below to indicate the wide variety in which the word is used.

Head block—a. The big front cross-timber on a donkey sled. b. The main block on a high lead spar tree. c. A very large diameter block (up to 3 feet) used at the woods end of a fore-and-aft road when an endless cable and a grip wheel engine were used to road logs instead of an ordinary donkey.

Head bucker—A bull buck.

Head chopper—The head faller, in the redwood country. Also means bull buck in some places.

Head crane hooker—The man next in line to the head loader working on a crane type loader.

Head dog—A larger than usual dog driven into a front log when making up a turn. The main line was attached to a short tag line in turn attached to this dog, when ready to haul in a string of logs.

Head faller—Top man in a falling crew.

Head handyman—The number one handyman or utility logger around camp.

Head hook—A hook with a gate or latch used to catch the eye of the choker on a skidder show. A second hook held additional chokers.

Head hook-on—An early name for a rigging slinger, or boss of the choker setters.

Head hooker—The boss of the choker setters on a skidder crew.

Head loader—The man in charge of loading operations at a landing.

Head log—The brow log at a landing.

Head long log loader—Head loader in a camp where they load out tree-length logs on disconnected trucks.

Head mast—An old term for the spar tree at a landing, as opposed to tail tree.

Head push—A woods boss.

Head rigger—There is much confusion over this term. In some Washington camps he is the foreman of the rig-up crew; in some Oregon camps he is the head rigging slinger, or foreman of the choker setters. In the old days on skidder shows the head rigger was the skidder foreman, in charge of the entire crew; and in this case was sometimes called first rigger. In some places he may be a climber; in most high lead or slackline shows he is the head rigging slinger, the second man in charge under the hooktender.

Head rigging rustler—Same as head rigging slinger (see under head rigger).

Head saw—In the pine country is used in some places to mean head faller.

Head short log loader—a. Head loader in a pine camp. b. Head loader in a fir camp where 32- or 40-foot logs are loaded on skeleton cars or flats.

Head skidder—Foreman on a skidder operation.

Head stick—Formerly flat rafts were headed by two head sticks angled to make a pointed bow on the raft. The towing line was attached to the point of the two sticks. In towing, the logs often crowded into the angle and rode over the edge of the boomsticks. To overcome this, one head stick is now used, square across the front end of the raft, making a blunt bow. Logs are kept in place with a swifter laid across the top, not far back of the head stick.

Head train loader—Top man in the loading crew in the days of railroad logging.

Head tree—A spar tree at the railroad, landing, or truck road; opposed to the tail tree back in the woods on a swing operation.

Head trip block—The haulback block on the spar tree.

Head works—a. A general term applied to all or most any part of the following: The lowering engine at the top of an incline; the main block, its housing, and rollers for the main line at the top of the hill; both the above plus any other rigging, deadmen, trestle work, housings, etc. b. Also means the intake of a flume, or the point at which logs enter a big sorting works on a river.

Heart—The mature wood at the center of a tree.

Heat test—To feel car wheels at the bottom of a hill to see if the train brakes are working. A cool wheel means no brakes; a burned hand means a stuck brake.

Heater boom—A small round boom of logs.

Heaver—Fireman on a wood burning steam engine.

Heavey—A man or an animal with "asthma" or any wind difficulty.

Heavy as a dead preacher—Very heavy.

Heel—a. To tighten up the heel tackle when rigging up a steel spar skidder. b. To load logs with a heel boom. See heel boom.

Heel block—A small block used in the heel of a loading boom.

Heel block drum—A small drum on a yarder or a skidder used to raise or lower the skyline by reefing on the heel tackle. Sometimes used to yard woodlogs when the donkey is on a high lead show and the skyline is not used.

Heel boom—A loading rig in which logs are caught off-center by the loading tongs. The short end rises against the lower end or heel, of the loading boom. In this position the loading engineer has better control of logs than when they swing free at the end of a line.

Heel line—A light line for tightening the heel tackle attached to a skyline.

Heel rails—Channel iron or old railroad rails used to shoe the under side of a heel boom, take the rap of logs being bumped up against the boom.

Heel tackle—a. Guyline tightening gear used on a skidder. b. System of lines and blocks used to tighten the skyline.

Heel tackle rig—a. A skidder. b. The heel tackle set-up as used on a skidder.

Heft—The weight of anything.

Hefty—a. Heavy. b. A strong man. c. Anything stoutly built—the way most loggers build things.

Heifer—A fresh young gal. Sometimes applied to a camp waitress but not where she can hear it.

Heifer gear—A small spur gear which runs on the bull wheel of a donkey.

Heisler—A geared locomotive once used on logging railroads. Somewhat similar to the Climax, but with cylinders on a slant of 45 degrees, set at right angles to the engine frame. The drive was through connecting rods to geared axles, with side rods on all three trucks under engine and tank.

Heist the bindle—To pack up and quit camp.

Hell for—Exceedingly; as, "hell for strong."

Helper—a. A cat used to help a truck through a soft spot on a road or up a steep pitch. b. In the days of railroad logging, a pusher engine on a steep grade. The alternative to a helper was to set out half the train and double the hill, make it in two trips.

Helve—The wooden handle of an ax or other tool.

Hemlock show—Years ago when hemlock logs were not wanted, any poor show in scrubby timber was called a hemlock show. At one time West Coast lumbermen tried to find another market name for hemlock to make it more acceptable to eastern buyers.

Hemlock side—The poorest side in any logging operation.

Hemp—The hemp center or core of a wire rope.

Hen house show—A very poor logging outfit.

Hens—Women older than heifers.

Henskin—a. Thin soled shoes not stout enough to take calks. b. Light underwear.

Henskin show—A clear day. There was once an expression in the Olympic Peninsula area "put on light clothes boys, it's a henskin day."

Hercules—a. An unloading boom used to shove logs off railroad cars. b. A hand logging jack. c. An old time donkey. d. One brand of railroad truck. e. A cable splicing machine. f. A bunk on a logging car. g. A wire rope brand name, sometimes applied to any especially big wire rope used anywhere, but particularly for a big main line.

Herkin—Snags or obstacles interfering with log handling in river water.

Hermit—A logger who works alone by choice.

He's on the reservation—A logger fond of Indian ladies.

Hew—To shape up a timber or piece of wood with an ax.

Hew a ride—In the days of animal skidding to hew off a flat area along a log behind the snipe so it would ride on that side thus preventing rolling and fouling up the harness.

Hibernate—To leave the woods and shack up for the winter.

Hid like a mouse in a bale of oakum—A man whose face is behind a rich growth of whiskers.

Hide—The outside of anything, as the boiler jacket on a donkey.

Hide gravel—To tamp gravel under the ties in raising track.

Hidebehind—Anything used as a shelter during blasting operations.

High climber—A logger who climbs and tops a tree getting it ready for rigging; in some camps he also rigs the tree.

High climber's elevator—A pass line, or light wire rope used to pull gear up the tree when rigging it.

High climber block—Same as pass block.

High deck—To cold deck logs by skidder into small piles parallel to the railroad track, ready for loading on cars.

High grade—a. Good quality timber. b. To cut the cream of the crop; take the best trees only out of a stand, as in depression times when poorer trees will not pay their way.

High hat skinner—A horse skinner in the pine country. Many of them wore a tall black hat with the top not dented in.

High hitch—One stage in the development of logging arch design. In this rig the arch was attached to the tractor itself, for greater lift and added tractive effort.

High lead—The widely used system of logging using a spar tree which carries the main line and haulback cables through blocks high above the ground. Developed from rigging used on masts aboard ship, and improved from the tree rigged Lidgerwood skidder. The high lead was a great advance over the low lead, or ground lead method which it replaced, because in the latter the logs were merely dragged on the ground and hung up on every rock and stump. One of the earliest high leads was rigged at Discovery Bay near Port Townsend in 1906 by the Gardner Timber and Lumber Company. Ten years later it was used everywhere on the West Coast.

High lead block—The main line block on a high lead show.

High lead show—Rough or steep ground best logged by the high lead system.

High lead unit—A combination of yarder and loader both mounted on a railroad car like a skidder.

High line—a. A name sometimes used to mean high lead, log tramway, or skyline. b. The upper of two logging roads in the mountains.

Highline flyer—Another name for Lawson's skidder.

High pockets—A tall man.

High pole—A tall spar tree.

High rigger—a. A logger who tops trees and rigs them with guys, blocks, and lines, getting ready to yard logs. b. In some camps the high rigger rigs only, after the climber has topped the tree.

High spar—A steel spar skidder.

High-tail—To travel rapidly, as a deer springing through the brush with his tail up.

High water pants—Pants stagged off below the knees to allow the greatest freedom when working on logs in the water.

High wheel—A cart with large wheels used in the pine country to *haul* logs. Called also high wheel cart. Not to be confused with big wheels which were used to *skid* logs.

Highball—A fast moving logging outfit.

Highsticked—Slapped on the face by a stick which flies up when one end is stepped on.

Highwheelers—The loggers behind the big wheels.

Hill climbing engine—A walking Dudley or self-powered car which moved loads or dragged logs down an incline, then climbed back up empty.

Hillside show—A logging operation requiring the use of an incline or a switchback, in the days of railroad logging.

Hind end dragged the ground—Tired.

Hind end shack—The read end brakeman on a train crew.

Hindu—A short strap to fasten lines on a skidder show; or a short strap with a hook and one eye.

Hip deep to a tall Indian—A measure of snowfall, or mud.

Hire out—To go to work for a certain camp.

Hiring wage—A uniform, region-wide wage scale for new employees that was once in force in logging camps.

Hit for the brush—To go back to the woods, particularly to return to a job in a logging camp after a spell in town.

Hit the beach—A double-headed term. Means to get off a boat, land on the beach ready to go to work; *or* to come out of a woods camp, go down to the beach camp in order to get a boat back to the city.

Hit the brush—a. To take off on a cruising job. b. To jump off a runaway truck or train. c. Same as hit for the brush, meaning to go to work in the woods.

Hit the pike—To head for town.

Hit the steel—In the days of railroad logging, to walk the track away from camp, either because fired, or quitting the job.

Hitch—a. A hook-up in rigging; a hold of some kind. b. To put tongs into a log, or a choker around it. c. To tie up lines or rigging.

Hitchhiker—A log caught or entangled but not choked with the turn, hauled all or part way to the landing.

Hitler—A name given to an early chain saw of German design, used in Vancouver Island camps.

Hiyu—Much (from the Indian).

Hodag—a. A grub hoe, planting hoe, fire hoe, or similar tool for grubbing. b. A rare woods critter seen only by drunks and greenhorns. c. Anything seen in the woods unknown and unnamed.

Hog—A locomotive (locie).

Hog around—Said of a machine which is slipping around on snow or soft ground.

Hog wood—Pulpwood logs, to be chipped in a hog.

Hogan—A bunkhouse.

Hogan's alley—A wooden walkway between bunkhouses and the wash house.

Hogger—A locie engineer.

Hoghead—A locie engineer.

Hogsback—A sharp ridge.

Hoist—a. A winch, or power device to reel cable. b. A signal to the loading engineer to lift a log. c. An incline railroad.

Hoister—A loading engineer, particularly a jammer operator in the pine country.

Hoisting block—One of the biggest blocks used in logging, the large flat block almost covering the railroad car used in the Sessom's system of incline railroad log-hauling.

Hoisting car—Another name for block car, a four-wheeled truck used to carry the big block in the Sessom's incline system.

Hoisting line—An old name for loading line.

Hold—Any anchor to which a block is fastened.

Hold-up strap—A short cable which supports the heel of the loading boom on a spar tree.

Holdback—Another name for the haulback line particularly when it was held under tension in order to keep the turn partly off the ground in yarding.

Holdback block—A stout chunk of a log slotted into the bottom of a chute. It was placed ahead of a turn of logs and held back by a cable to a snubber, thus acting as a brake on the logs going down the chute.

Holdback line—A haulback used as a brake on a downhill haul in the O'Gorman system of cable logging.

Holding boom—A storage boom.

Holding wedge—Similar to a hanging wedge, but with a small eye at one corner to which a piece of rope could be attached. As with the hanging wedge, used by buckers to drive across a cut, preventing the logs from rolling or falling down while the cut is in its final stages.

Holding wood—When falling timber this is part of the tree left uncut until the last, in order to hold the fall of the tree in the desired direction. A common question which a faller would ask his partner in hand falling days was "How much wood you holding?"

Holdover fire—A fire which hangs on in an old snag, or in a partly buried pile of wood, breaking out later when all fire is thought to be out.

Holdown line—A wire rope passed around a light yarder or loader and anchored to a rock or stump.

Hole in his boiler—A logger with ulcers or other stomach complaint.

Hole in the sky—What tall trees stick through; a measure of height.

Hole ringer—A teamster.

Hole up—a. To quit work, retire. b. To wait out bad weather or other tough luck.

Holes in the doughnuts are too big—Said of a camp where the grub was skimpy or the pay was poor.

Holt—Another word for hold; a piece of rigging tied down to a stump or other anchor; or a grip, like a tail holt.

Holy roller—A logger's term for any religious maniac.

Home tree—A spar tree at the landing, as opposed to the tail tree.

Homeguard—A resident logger, a family man who stays for long periods in one place; opposed to boomers or drifters. Family camps are run by homeguards.

Homestead the joint—To stay a long time in one place.

Homesteader—A logger who stays in one camp a long time; not a family man.

Hondu—Same as hindu, a short strap or cable with an eye on one end. Perhaps from Spanish honda, eye; the word is used by southwestern cattlemen to mean a spliced eye at the end of a rope.

Honeymoon sandwich—The pun is as bad as the sandwich—lettuce alone.

Hoo-Hoo—The lumbermen's fraternity, the Concatenated Order of Hoo-Hoo, symbolized by a black cat.

Hook—a. An endless variety of hooks were and yet are used in logging to make quick couplings, especially in yarding. In the old animal skidding or ground lead days loggers needed some kind of closure or narrow throat to keep the line from popping out when the pull was slacked off. This need was met by butterfly, Dennison, and jail types. In present logging, a nub or ferrule is babbitted on the end of the choker, and this knob then sockets into the hook on the butt rigging, and a locking type hook is no longer necessary. Various hooks are listed under their most common names such as Bardon, Peters, dog, etc. b. To handle the job of hook-tending. c. To handle the tongs at a landing. d. To steal.

Hook 'er down a notch—To run a donkey or other machine one gear lower.

Hook line—A line used somewhat as a slack pulling rig on the Lamb cableway system of logging. It ran along the ground from the donkey and hooked into the butt rigging.

Hook on—a. To hook tongs on logs to be loaded. b. Occasionally meant to set chokers behind a cat. c. To hook tongs on logs to be skidded in early high lead or skidder shows. d. To hire out to go to work with a company.

Hook-on—The operation of setting a choker on a log, as used in early day yarding. Four hook-ons meant that four logs were yarded.

Hook-on man—a. A second loader. b. A choker setter. c. A man who unhooks logs at the yarder and attaches chokers for the swing to the landing.

Hook plate—A tree iron, or device for attaching straps to a spar tree.

Hook-up—Any kind of arrangement which ties together a number of pieces of rigging.

Hookaroon—A light, sharp, one-tanged tool for horsing timbers when loading or unloading; also used around bridge or other construction. Same as pickaroon.

Hooker—a. A hooktender, the foreman of a yarding crew. In early days he tended the grab hooks used in hooking logs together for a pull to the landing; or he told other men what logs to hook. b. The head man of the choker crew on a skidder. c. A female on the skidroad.

Hooker-on—A tongsman, or early day choker setter.

Hooking-on point—The switch where a logging spur runs into the main-line of a logging railroad; where loads are hooked on to trains headed for the log dump.

Hooks—Climbing irons used by high climbers. They are strapped to the legs, and the sharp spur is used to dig into the bark—same as linemen use.

Hooktender—A foreman in charge of the crew on a logging side. In early days he was the man in charge of skidding, and either hooked on the logs or told the teamsters what logs to hook on. Because he tended hook sometimes, the name has stuck. Known as head hooker or hooker in some camps.

Hooktender's home—A state mental hospital.

Hooktender's special—A big rare of snoose used to spike a chew of tobacco; supposed to make a plenty highball crew.

Hooligan hitch—A raftman's knot for tieing a rope in a ring, as the ring of a boom chain.

Hoosier—a. A green man in the woods. b. To louse up the job.

Hoosier up—To play jokes on a green logger.

Hoot-nanny—An undercutter, a kind of bracket to support the back side of the saw while cutting a log from the under side.

Hoot owl—To begin work early in the morning, as near daylight as possible, in order to get in a day's work before having to close down for low humidity during the heat of the day.

Hoot owl shift—Any early morning job.

Hooter—A male grouse.

Hooter tree—A much-branched old wolf tree, generally no good for lumber, fit only as a roosting place for hooters, or male grouse who perch and hoot during the mating season.

Hoover holes—Choker holes dug by hand during the depression when labor was cheaper than powder.

Hop-skip bird—A miserable creature found only on high mountain logging shows; hops and skips from peak to peak with a complete disregard for all sanitary arrangements as it does so.

Hop toad—A derailer on a railroad switch to prevent cars from running out on the main track.

Horn—The stub of a broken branch left on a log.

Hornet killer—Fire extinguisher fluid used to kill yellowjackets.

Hornet's nest—a. Logs so badly bunched up as to make a tough and dangerous job of setting chokers. b. A ball of stranded cable on a line.

Horse—a. A man who is a bear for work. b. To bull through a job by main strength.

Horse around—To fool around with no good purpose in mind.

Horse blankets—a. Flapjacks. b. Heavy black wool underwear; never gets washed, becomes as strong as a horse.

Horse camp—A logging camp where the skidding was done with horses, not with machines.

Horse 'er over—To reverse an engine; on a steam locie, to throw the Johnson bar to the opposite side of the arc for this purpose.

Horse jammer—A light gin pole guyed back to its runners; used for loading small logs with horses.

Horse logs—To salvage logs stranded on a drive, pull them back into the water with horses.

Horse outhaul—An early day ground skidding operation, with the line carried back to the woods by horse.

Horse wheel logging—Yarding logs with big wheels and horses, the standard method in the pine country for many years.

Hostler—Originally a man who helped the barn boss; later he became the man who lit fires and got steam up on locies; now the term is loosely used to mean a variety of machine tenders and mechanics.

Hot box—a. A hot bearing on a railroad car. b. A situation too hot to handle. c. A man blowing his top. d. Any machinery running hot.

Hot deck—A landing at a swing tree from which logs are swung to the head tree as fast as they are yarded, don't get a chance to cool off. Not as widely used as cold deck.

Hot head—An old time semi-diesel motor started by heating a plug in the head with a blow torch until red hot. A typical engine of this type was the one-cylinder Corliss, a favorite for powering camp machine shops.

Hot log—To log and load out direct from the woods to the mill without logs being stored or cold-decked at any point along the way.

Hot pond—A log pond heated in winter so logs can be pulled out to keep the mill going.

Hot pants—A wasp, hornet, yellowjacket, or bee.

Hot shot—a. A powder charge with a very short fuse. b. A highball outfit.

Hotcakes are too round—An excuse for quitting the job when no better one can be thought up.

Houghton tree jack—A tree jack with a bearing surface made of a section of a tractor track instead of a number of sheaves.

Hound—A sort of guard through which the tongue slid on a slip-tongue big wheel.

Hovel—An ox barn and feed storage shanty.

How are chances to get along with you?—How's chances for a job?

How's she loggin'?—How is the job going?

Hub—A survey point.

Hub tree—Another name for the head tree at the landing. The hub of logging activity.

Hudson's Bay ax—A small light single bit ax with a wide cutting face; used by cruisers and others for brushing out, not for heavy work.

Hughie—A name for God. A gnarled old logger away back in the Cascades mountain country said: "It's a good timber country all right enough, but it's so all-fired rough I wisht Hughie had run His harrows over it afore He was finished a-makin' it."

Hula dozer—A bulldozer blade which can be wiggled up and down and sideways.

Humboldt scale—A local scale in the redwood country; the Spaulding log scale less 30 per cent.

Humboldt undercut—An undercut chunk taken out of the stump side of the cut in power saw falling.

Humboldt yarder—A famous donkey engine made by the Willamette Iron and Steel Works of Portland. One historic Humboldt in 1916 hauled itself across a slough on Puget Island 160 feet wide and 8 feet deep, saving a long trip around by road. Starting with 150 pounds of steam it crawled out the other side with a dead fire, 75 pounds of steam and no damage.

A feature of these yarders was that the main, haulback, and straw line drums all revolved in the same direction.

Humidity—Most important to a logger when lacking. Fire laws require operators to shut down on the west side of the Cascades when the

relative humidity drops below 30 per cent, or 35 per cent with a wind.

Hump—a. A hill on a logging railroad. b. A knoll that gets in the way of yarding.

Humpback—a. A logging truck returning to the woods with its trailer on its back. b. A saddle tank locie. c. A humped up chunk of heavy metal spiked to the ties in order to guide car wheels back on the track after a derailment.

Humped himself—Got busy in a hurry.

Humped up like a chicken in a rainstorm—A cold wet logger.

Hung tree—In falling timber, a tree which has become jammed against another as it starts to fall to the ground; difficult and often dangerous to release.

Hung up—a. Stalled; stuck; as when a log gets stuck behind a stump when yarding. b. A log which rests on both ends, with a considerable sag in the middle, making it difficult to buck.

Hung up by one corner—Steep ground.

Hungrier than a woodpecker with a hangover—Hungry, but too tired to hunt for grub.

Hustle—To run around briskly hunting up stuff needed for a job, as to hustle blocking at a landing.

Hydramatic logger—Shiftless.

Hydraulic brake—A cylinder filled with water used as a brake to lower cars down an incline. The water was forced back and forth through a small port by a piston geared to the lowering drum. It was used in addition to the regular brakes on the donkey.

Hyster—a. Any winch. b. A logging arch made by the Hyster Company.

I

I. W. A.—International Woodworkers of America, the C. I. O. loggers' union.

I. W. W.—International Workers of the World, a hard-boiled organization of loggers and others which existed at the time of World War I. Members were known as Wobblies. The outfit was started at Chicago in 1905, and originally did some good in cleaning up some camp situations. Later it was infiltrated by goons and radicals, and the whole thing blew up in gunfire and murder at Centralia, Washington, in 1919. Little has been heard of the I. W. W. since.

Ickter pooch—The pump which keeps cylinders oiled on a steam engine.

Idaho cork pine—Same as cork pine.

Idaho white pine—See white pine.

Ideal choker hook—A deeply notched choker hook invented by Frank Lamb of Washington. It was designed to prevent the choker from escaping from the hook.

Idiot stick—A large scoop shovel.

Idler—An empty coupled to another car bearing a load of logs longer than itself. The overhang across the empty permits the load to be coupled into a train.

Idler block—A block placed on an intermediate tree in a skyline system at a point where a break in the ground prevented a direct haul. Logs yarded from beyond the tree were cold decked at that point; then the butt rigging was moved to the track side of the tree and the logs were brought on into the landing.

Idler end—The end of a power saw away from the motor.

If you know, you don't go hungry—Another way of saying that a good logger can always get a job.

If we can't repair it, we paint it yellow and send it back to the woods—Shop foreman's explanation of the way to handle a tough repair job.

Iktus—(Various spellings) from the Indian, means stuff, gear, all the junk that a man carries around in his packsack.

I'll cut my suspenders and go straight up—An extra mad logger, especially one working hard and getting nowhere.

Illegal slash—A term once used by state forestry inspectors to mean slash which had been classified "to be burned," and was left unburned by the operator because of bad weather or other reason.

Improve a stream—To do all the jobs needed to make a good driving stream out of a poor one—blow rocks, remove drifts, straighten the channel, put in wing dams, etc., etc.

In a jam—a. Trouble. b. Logs jammed up in a river. c. A cable which has run off the sheave and jammed up against the side of the block.

In good kilter—In good working order.

In-haul line—The main line of a high lead or skidder system.

In lead—Cable coming off a donkey drum in line with the block through which it runs.

In the bight—a. A bight is a bay, or sag, or bend in a wire rope, particularly as it lies on the ground or flops around. When straightened out by a sudden pull, the bight will lash any man or anything inside the bow. This is a common cause of "accident," frequently fatal. Hence to be in the bight is to be in a dangerous position. b. A married logger.

In the bind—Stuck; as a saw pinched when cutting a tree or log.

In the boondocks—Away back in the woods.

In the brush—a. Back in the woods, away from town. b. In among the felled timber.

In the clear—a. In a safe situation, out of danger. b. Cars on a passing track entirely clear of trains going by on the main line.

In the corner—The Johnson bar of steam locies when shoved ahead to its last notch was in the right hand corner of the cab. In that position the engine was pulling hardest, and hence "in the corner" meant to give the job the best effort.

In the hole—a. A logging show at the bottom of a canyon. b. A train in a passing track waiting for a meet.

In the sock—A stake cached away for a rainy day.

In the swing—A log which is hung up on both ends and swinging in the middle, making it difficult to buck.

In the tules—A man who has hid out to escape some penalty.

In the water—Logs delivered to a purchaser at a booming ground.

In-turning—A cat coming into the landing with a turn of logs.

Inch and a half—Time and a half for overtime.

Incline—An old system of lowering logs down a very steep railroad grade. Inclines were once a great fad in Northwest logging, and a logger without one was so ashamed he'd go hunt a steep hill and put an incline on it. On some inclines the loads were counterbalanced by the empties, on others a lowering engine let down the loads and pulled up the empties. On a dead incline the cars were lowered by cable from a stationary engine. On a live incline the power plant itself was reefed up and down the hill, either carrying logs on cars or skidding them on the ties. In the latter case the power car was called a Barney, Dudler, or Dudley. There are records of inclines operated on slopes up to 87 per cent. John Yeon used an incline prior to 1900 on the Lower Columbia, with a hydraulic lowering rig and a Mundy donkey for hauling up the empties. In the mid-twenties there were over 50 inclines in use in the West. The last one in Oregon was operated by Bill Dyche at the Algoma camp north of Klamath Falls. It dropped off the big rim straight down to the lake shore level. Torn up in 1943. See also walking Dudley, Sessom's system.

Incline rollers—A wide variety of rollers and spools, vertical, horizontal, and sloped, to guide the lines used on inclines.

Independent air—Air brakes on locomotives, separate from the train line brakes.

Independent log truck—A disconnected railroad log truck.

Independent logger—One who logs and sells his output on the open market, not tied up with a mill, nor under contract.

Indian compass—Moss on the north side of a tree. In much of the West Coast forest where there is moss on all sides of the tree the Indians must have been very much confused.

Indian sign—To queer a man.

Inkslinger—The camp timekeeper.

Inside seven load—Two big logs against the chocks, two small ones inside, and three on top.

Inspector—a. Actually a state forestry department employee who inspects logging operations for compliance with the forest laws. b. A nosey guy. c. A logger who stays in camp just long enough to take one look.

Interlocking gear—An advance in skidder design, meshing the main gears of the skidding and receding line drums. For returning the skidding line to the woods the receding line was meshed to a high speed gear, and the skidding line was kicked out of gear to run free. Hauling in, both drums were interlocked to provide equal line speed on the lines both coming and going.

Iodine—a. A first aid man. b. Strong coffee.

Irish apples—Potatoes.

Irish coupling—Logs not completely bucked through.

Iron—Any kind of metal used to make something around a logging camp. Used especially to mean all the rods, bolts, fittings, used in bolting up a donkey sled.

Iron bender—a. A camp blacksmith. b. A railroad brakeman.

Iron burner—A blacksmith.

Iron duke—The cookshack made the camp; the cook made the cookshack; the cook stove made the cook, so a common name for the old iron stove was the iron duke. This was used as a trade name for one kind of camp stove in the early days.

Iron mule—A dirt moving machine.

Iron ox—In some early day camps big logs were skidded down the ties behind a locie or iron ox. This was done at the Bridal Veil Lumber Company in Oregon before the turn of the century. The ties were sometimes cut to make a saddle for easier skidding; in other places planking was laid between the rails to make a sort of chute, or fore-and-aft road.

Irons—Same as climbing irons.

Isaac's haulback—A logging show so steep that the butt rigging runs back to the woods by gravity.

Isaac's in the cab—A favorable grade for a loaded truck; gravity does the work, not the motor.

It bites on both sides—A double-bitted ax.

It don't take him long to roll his blanket—Said of a cranky man who will quit for little or no reason.

It's a fit—a. A job well done. b. It's a deal.

It's a lulu—a. A beaut of some kind. b. An unbeatable situation.

j

Jabbing rod—The piston rod on a steam engine.

Jack—a. A lumberjack (more used inland than on the Coast). b. A lifting tool. c. A hanger to support a skyline or other line. d. A locie. e. A no-good (from jack salmon).

Jack guy—A guy line which carries the loading jack in a power loading system.

Jack hammer—A particularly big or busy woodpecker; taken from the jack hammer used in rock pits to prepare holes for shooting.

Jack legs—The jacks which block up a skidder.

Jack line—a. A light cable used in hauling gear or the rigger up to the top of the spar tree when rigging it for yarding; known also as pass line, straw line. b. A line used on a loader to hold the loading jack on a guy line at a fixed distance from the tree.

Jack screws—a. In the old days jack screws were used to jack large logs on and off railroad cars. They were also used to move logs downhill into the water in hand logging. b. Jack screws were also used at the four corners of a skidder car to raise it off the railroad so it could be moved sideways clear of the track.

Jack up—To bawl out a man; to get him squared away to do better work.

Jack works—A loading dock built parallel to a railroad spur, at car height. It had a dogged chain in the bottom of a trough which pulled logs alongside the empty cars. Logs were then parbuckled or rolled on with cant hooks.

Jackknife—a. To straighten out crossed logs, particularly in making up a boom. b. To pile up logs, as in a tangle at the bottom of a chute.

Jackknife boomsticks—To prelay a set of boomsticks so they will fold out into place when a tug takes off with the head stick.

Jackknife butt hook—An old time butt hook with a locking latch working on a spring, much like a harness clasp.

Jackpot—A bunch of logs criss-crossed and messed up in a bunch instead of lying straight. Used to describe a pile-up either on land, or where dumped in the water. Also logs felled every which way by a green faller.

Jackshaft—The shaft which transfers power from the bull wheel to other wheels on a donkey.

Jackstraw cold deck—A cold deck stacked up every which way instead of piling the logs carefully.

Jacob's staff—a. A stout bar attached to the axle of a big-wheel log carrier at right angles to the tongue; when the driver pulled on the staff the tongue was forced into the ground, acting as a brake. b. A pointed steel staff used as a support for a staff compass.

Jagger—A broken strand on worn cable, sticking out to tear hands or clothes.

Jail hook—A heavy hook used in old time logging. It had a partly closed throat, making it difficult for a cable to slip out.

Jake staff—Another name for a Jacob's staff.

Jakey—Jamaica ginger flavoring, much favored during Prohibition times because of its high alcoholic content.

Jam—a. Logs hung up on a river drive. b. Any kind of a mess, usually involving logs.

Jam crew—Rivermen specially skilled in breaking log jams.

Jammer—Used now to mean a loading rig of almost any kind, in the pine country. Originally it was a huge machine used in railroad logging in the pinery of the south-eastern states, and from there moved to the pine of the west. Upon arrival at a new landing the jammer was usually jacked up on hydraulic supports, straddling the track. Empty log cars were pushed under it and stored up the track. As needed for loading, one car at a time would be pulled back, either by a cable from the jammer, or by a locomotive. This was typical of the McGiffert type loader. Other types slide along on tracks on top of the cars, skid along the cars on runners, or sit on a side track while the locie pushes cars to them.

Jammer puncher—Engineer on a jammer.

Jap camp—Before World War II there were a number of logging camps along the B. C. coast manned by Japanese.

Jawbone—a. Talk. b. A deal cooked up by talk instead of good sense. c. An unwritten contract.

Jayhawk—To peel bark from a small tanoak as high as can be reached with a long handled bark spud without falling the tree.

Jerk wire—a. The old style whistle punk signal system, a wire tied directly to the donkey whistle and pulled by the punk. Electrically operated whistles appeared in the woods around 1914. All the punk had to do then was to squeeze a switch. Some radio whistles have been tried recently. b. To work as a whistle punk.

Jerry gang—A section crew.

Jersey cream—a. Extra good timber. b. A good logging show.

Jewelry—a. Various kinds of fancy gadgets put on logging engines, supposed to save coal, make more steam at less cost, etc. b. Odds and ends of small logging gear, particularly a small block.

Jew's harp—a. A ring in an ox yoke shaped like a jew's harp, used to shorten or lengthen the skidding chain. Also called bitch link. b. A "musical" instrument once heard in bunkhouses.

Jig staff—Same as Jacob staff.

Jigger—Same as jagger.

Jill poke—a. A stout pole used in shoving cars out of a siding when the engine is working on the main line and cannot head in to pick up the cars. b. A log unloader. c. A loosely balanced timber on a plank road which may fly up and spear a car passing over it.

Jill poked—a. A cat radiator punctured by a sharp stick or branch. b. To be stuck, or caught foul, or hung up on a job of any kind.

Jill pole—Same as jill poke.

Jim Crow load—A lone log load; usually with a small pole on each side for the chocks to bear against to secure the big log on the bunks.

Jin pole—Same as gin pole.

Job shark—An employment agent.

John D.—An old time name for a logger's oil bottle. See the latter term.

Johnny Dyer—An air hose connection cut into the train line in the middle of a long log train. The swing brakeman riding here could apply the air brakes in an emergency, and maybe save pulling a long train apart.

Johnson bar—a. A long heavy lever pinned on a notched steel arc and connected to the valve motion on a steam locie. It is used to reverse the direction of the engine, and to change the timing and amount of steam admitted to the cylinders through ports in the steam chest. b. Any big heavy lever or pry (this use is going out of the woods since steam engines are almost a thing of the past and the Johnson bar itself has been replaced by an air-operated reverse).

Johnson board—Another name for the Jacob staff used to raise logs up under big wheels.

Johnson-Willamette—A skidder which used a patent carriage operated by a two-drum donkey on a standing line.

Join the birds—To unload or jump off in great haste from any moving equipment in danger of accident.

Joint—a. The place where two boom sticks butt together, connected by a boom chain. b. To file the teeth of a cross-cut saw to make them of equal length.

Juice side—A logging side where the yarder is powered by electricity.

Jumbo block—A very heavy bull block with a wide throat and a wide sheave with a flattened groove.

Jump—a. A tree is said to jump when it springs off the stump in falling. Sometimes it catches an unwary faller in so doing. b. To move a spar tree a short distance without lowering it. See "jump a tree."

Jump a sock—A favorite bunkhouse operation; turning a sock over so that a hole worn in the heel comes out on top of the foot, and fresh material pulls around in back to make a new heel. Saves darning. A really experienced man could sometimes get three jumps out of one pair of socks.

Jump a tree—To move a spar tree a short distance from one location to another while in vertical position. By proper handling of rigging and guys, topped trees up to 190 feet have been moved successfully.

Jump setting—Same as staggered setting.

Jump-up landing—One where the loading is done by means of a gin pole raised or jumped up on the spot.

Jump-up skids—Logs laid from inside a rollway up against the brow log to keep logs from rolling on to the track.

Jumper—A small wooden sled like a farmer's stone boat, used in hauling short length pulpwood.

Jungle—a. A thicket. b. A hobo's hangout. c. A skidroad (town variety). d. A name for the logging camps and woods. e. The tall uncut timber in the back country.

Juniper juice—Gin.

Just ring a bell and the logs fall out of the woods—A highball logging operation.

K

Kahallek Special—A type of slide loader used in the Idaho white pine country.

Kalispell hop—When properly oiled up on a trip to town an old time logger would do the Kalispell hop; first striking the right heel on the pavement to make a shower of sparks and then leaping in the air and hollering—often daring any so-and-so in town to come out and fight.

Katydid—An old name for a set of big wheels in the pine country.

Keel—Marking crayon, used by the bull buck to mark the cuts to be made, writing the lengths on the end of the log. Also used to mark anything else around the show.

Keg up—a. To hide stuff away for a rainy day. b. To collect material ready for a job. c. To stay put in one place, as in a hunting shack in rough weather.

Kerf—The width of a saw cut.

Kerry Line—A famous logging railroad built from the Nehalem Valley in Northwest Oregon through a tunnel and down to a log dump on the Columbia River. Kerry toughed it out and built the tunnel through soft sand when all hands said it could not be done. It is reported that as many as 20 logging trains a day went over the Kerry Line at the busiest time.

Kettle—Most any steam equipment, a donkey or locie or other engine, especially if it leaked steam.

Key log—The log which gets stuck first, causing a jam by piling up other logs behind it, in river driving.

Kick—To siwash, or change the direction of lead by using a rub tree.

Kick back—The action of a falling tree in springing back off the stump as it comes down.

Kicker—a. The boom of a power unloader which kicks logs off cars. b. A light gas engine such as a small starting motor on a big diesel cat. c. A block placed in position in falling so as to hold the tree to the desired line of fall.

Killapie—The mess which results when the dipper stick of a shovel flops back over the cab.

King pin—a. The big center pin on which a truck swivels, under a logging car (also many other uses in machinery). b. The head man.

King snipe—a. The head man. b. The foreman of a steel gang on a logging railroad. c. A switch crew conductor.

Kink—a. A sharp bend in a wire rope. b. A bend in track which is so lightly ballasted that it warps out of line in a hot sun.

Kitchen car—The cook car in a railroad camp.

Kitchen mechanic—Used in some places to mean cook, but more often means a pearl diver, dishwasher.

Kitten—A very small cat (tractor).

Klatawa—Get going (from the Chinook Indian).

Klondike—A heavy sheet iron pipe of various lengths, placed over the chimney or stove pipe in winter to provide an extension which would stick out above the deep snows on the cabin roof.

Klondike spuds—Raw potatoes fried in a pan.

Klootch (or klootchman)—A lady Indian.

Knight chock—A patented chock holding logs on railroad trucks. Invented by Jesse Knight, used on Seattle-made Hercules trucks.

Knit—To splice; especially used in referring to wire rope.

Knob—A choker ferrule, attached to the end of the choker by babbitting.

Knock it down—To fall timber.

Knock off his hames—To fire a man.

Knock-out shackle—A shackle with a driven pin, one not screwed in. It was used on overhead systems where the skyline was moved frequently, to connect the skyline to the extension. The pin was knocked out in order to unpin the eye of the skyline and permit the line to be moved quickly to a new tail tree.

Knock out the bud—To cut the top off a tree to be used as a spar tree.

Knockdown block—A block which can be opened up to lay in a line, saving the trouble of threading a long line through.

Knocker—A car repairman on a logging railroad.

Knot—To knock the knots or limbs off pine logs.

Knot bumper—In the pine country, a man who knocks the knots off logs before they are loaded on truck or car at the landing.

Knothead—A man whose head is as useless as a knot in a board.

Knotter—A knot bumper.

Knowed less'n a horse 'bout logging—Just plain stupid.

Knows more tricks than a monkey on a clothesline—A smart logger.

Knuckle—a. A joint on a piece of machinery. b. That part of a coupler on railroad rolling stock which engages the coupler on another car or engine.

Kortick—A fire tool half hoe, half rake, adapted from the McLeod tool, and differing from the latter in having a detachable head.

L

L hooks—End hooks used in loading logs.

L shackle—A type of shackle used in the old days when the skyline tail hold was secured not by wrapping the line around a stump, but by passing it around once and choking it with a shackle. The pin was more or less L shaped and had to be pounded out with a hammer. This was very dangerous because the cable end would fly around viciously, and the use is now outlawed by safety codes.

L. S. W. U.—The Lumber and Sawmill Workers Union, an American Federation of Labor union in the lumber industry, mostly in mills.

Ladies' splice—A polite word for a quick splice carelessly made for a temporary job only.

Lag a drum—To bolt on wooden or metal slats to build up the diameter of a donkey drum and hence get greater speed in line handling.

Lamb cableway—An overhead cable system of log hauling with a special carriage, invented by Frank Lamb of Hoquiam, Washington.

Land—To bring logs to a landing or banking ground and cold deck or bank them for later movement.

Land inspector—A timber cruiser, particularly just taking a first look over a piece of timber land, not taking a careful cruise.

Land looker—a. A timber cruiser. b. An appraiser. c. A real estate man buying timber land on commission.

Land shark—A timber speculator.

Landing—Supposedly flat ground to which logs are yarded, to be loaded on cars or trucks; a collecting point for logs, and the center of operations on a logging show.

Landing hooker—A loading foreman, or head loader.

Landing man—A chaser, one who unhooks logs coming into the landing, also does odd jobs.

Landing show—In looking over an area to be logged, a spot which would make a good landing is noted on the map as a landing show, and may govern road building in that location.

Landing team—In a horse camp, a team which is used for rolling, decking, loading and odd-job work around a landing.

Landing tree—A spar tree at the landing, or loading point, as opposed to a yarder tree out in the woods.

Lane—Same as alley.

Lang hook tender—The head cook in camp; from the fact that Lang ranges have for a long time been favorites in logging camps.

Lang lay—A method of laying, or weaving, wire rope. See lay.

Lap—a. To place a long log across the joint where two boom sticks butt together. b. One position of the train line or engine brake handle in air brake use; all ports closed.

Larch—a. Western larch, tamarack. b. In western Oregon and Washington, not larch at all, but noble fir. The mix-up in names occurred years ago when a smart Oregon lumberman found he could sell larch, and that no one knew or wanted any noble fir (which actually is a superior wood). Larch Mountain east of Portland contains no larch and is named for the noble fir which once covered it.

Latch—A locking device which can be tripped open. Some skyline carriages had fancy latches which governed the rise and fall of the butt rigging.

Latch hook—A great number of choker hooks were locked with a spring latch of some kind to hold the choker in place, and were called latch hooks.

Lawson system—A double main line system of slackline logging used in California. Chokers were placed on each end of the log which was carried overhead and loaded directly on the railroad car from the main line without touching the ground. The system was powered with a four-drum donkey, generally a Washington duplex flying yarder.

Lay—a. The method by which a wire rope is woven. In regular lay the single wires go to the left and the strands to the right. In left hand lay the wires go to the right and the strands to the left. In Lang lay the wires and strands twist in the same direction, either right or left. This makes a more flexible rope than the other types. b. The path along which a tree is to be felled.

Lay of the land—A size-up of a piece of timber from a logging viewpoint; where the roads will go, location of landings, where rock can be found, etc.

Lay off—A shut down.

Lay out—a. To hide out with a truck load of logs which is thought to be overweight, until the state highway department scales are shut down for the day. b. To sleep out in the open, no blankets or camp.

Lay the wood down—To fall a lot of timber.

Lay up—a. To stop work and take it easy. b. To take a machine out of work and store it. c. To take up with a momentarily unattached female.

Layout—a. A logging plan. b. The company for which a man works. c. The whole rigging assembly, lines and blocks strung out through the felled and bucked logs ready to log. d. Personal gear.

Lazy man fire—A long pole pushed into a fire a little at a time as it burns off, the fire tender being too lazy to chop it up into chunks.

Lead—a. The direction in which the lines fan out from the donkey, governed by the direction from which logs are to be yarded. b. An old term for a snatch block used on a haulback where roads were frequently changed. c. To hang a lead block.

Lead block—a. A large block through which the main line passes on the head tree. The position of the block directs, or leads, the line in the desired direction. In the early days of ground leading the lead block

was a wide-mouthed affair big enough to allow the butt chain to pass through. b. Lead blocks were also used as tree rollers at times and were so called.

Lead dog—Any big dog driven into a log for the attachment of a chain in skidding.

Lead-foot—A slow or clumsy logger.

Lead line—An old name for a strap used to tie a tailblock to a stump, or used to anchor a snatch block when laying out or changing the lead in yarding.

Lead tree—An old name for a spar tree.

Leader—a. The growing tip of a tree. b. An old name for a butt chain.

Leads fair—a. A cable which pays off a drum and out to the woods at right angles to the axle of the drum or very close to it. This prevents undue wear on block and line. b. A cable which lies flat in the groove of the sheave, does not ride or cut the side of the block.

Leadway end—The end of the log nearest the spar tree as it is yarded in to the tree.

Lean—The extent to which a tree leans away from a straight up and down line.

Leaner—a. A tree which leans considerably. b. A drunk holding up a pole or a building.

Leaning tree—A spar tree deliberately raised so it leans over the road and can double as a loading tree in a one-donkey show.

Learnt by hand—To get experience the hard way, not from books.

Leave strip—A chunk of timber uncut between two clear cut areas.

Leave tree—A tree marked to be left after the fallers have cut through a stand of timber.

Leg—A prop used under the end of a log to prevent it from splitting while being bucked.

Leg man—A field man for a timber outfit; he has to do a lot of traveling by foot.

Leg up—To place a prop such as a limb under a log while bucking, to keep it from dropping.

Level drum—A donkey with both drums at the same level.

Leverman—The operator of a skidder engine unit; the skidding leverman operates the skidding engine, the loading leverman the loading engine. Also applied to the operator of a duplex loading engine; occasionally leverman was used also to mean any donkey puncher.

Lewis loading system—A crotch line loading method which used a donkey with two main drums and a car line drum.

License—In British Columbia, a timber license, or a permit to cut public timber.

Lidgerwood—a. The famous big skidder; a large powerful machine used both for skidding and loading. A great log getter. Some types carried a folding steel tower, others were tree rigged. The machine was usually mounted on a big railroad car with swivel trucks so the skidder could be set off on short tracks at right angles to the main line, to keep clear of traffic. The first skidder was built by the company in Michigan in 1882. It was improved by Dickinson, an employee, who set up the first skidder in Louisiana in 1891. About

1883 (authorities differ as to date) Horace Butters developed a skidder from a three-drum pile driver at Ludington, Michigan. Some loggers say this was the first skidder, but the company says no, 1882 was their first machine and it was patented in 1883. A Lidgerwood was first used in the Northwest in 1904. b. A logging donkey also built by Lidgerwood. c. A plow for dumping ballast off railroad cars.

Lidgerwood carriage—Used with early skidders, the carriage consisted of two two-wheel sheaves connected by a stout iron pipe about 5 feet long. The hauling line ran through a block hung below the forward unit; and through a double sheave fixed below the back unit. The slack pulling line ran over the second sheave in the back unit.

Lift—To raise track and ballast it.

Lift a tree—To set up a spar tree instead of using a natural tree (more often spoken of as raise a tree).

Lift his plates—To suspend a log hauler's permit to haul logs.

Lifting line—An important part of the Tyler cable system of logging. The lifting line runs from the donkey drum through the carriage, down through a fall block, back to the carriage, out to the tail tree, and is then anchored to a stump. By paying the line out, the fall block, the butt rigging hung from it, and the chokers, are lowered down to the logs. Reeling in on the lifting line lifts the gear up toward the tight skyline clear of the ground, where it rides in to the landing. b. The loading line used in an overhead log loading system.

Light a fuse—To stir up a row of some kind.

Light foot—A logger who is catty on logs, particularly in loading operations.

Light side—The side of a log which floats up.

Lighthouse cat—A tractor on which is mounted a steel tower for use in light yarding over short distances. Used mostly in relogging.

Lightning—Anything fast; used particularly to mean a fast donkey.

Like a duck going to water—Everything is working smoothly.

Like a handful of ants—A confused situation.

Like hunting in July for a piece of ice throwed out in January—Hard to find.

Like trying to butter up a wildcat with a hot awl—Hard to do.

Like two oxen on a narrow bridge—Close together.

Lily pad—A flat disk of wood like a big flat biscuit, sawed off the end of a log which has been broomed out as a result of splashing down a river. Also cut off the end of logs in the pond of a plywood outfit to bring them to exact length. Lily pads in the wrong kind of pond are viewed with suspicion; maybe another brand was sawed off the end of the logs.

Limb—To cut branches off trees or logs.

Limb wood—Firewood cut from branches; because it is generally more dense than body wood, makes a better fire.

Limber—a. Anything with a good deal of give to it. b. A knot bumper.

Line—a. Wire rope. b. A boundary of any kind. c. A section line in public land surveys.

Line car—A railroad car equipped with drum and steam engine, used for freighting heavy lines from place to place on the operation.

Line change engine—A four-drum engine used to rig up a second skyline on a skidder show without interfering with the yarding going on with the first skyline.

Line changing—Changing the rigging from one road to another on a skidder show.

Line guide—A special type of spool equipped with wide wings used to guide cables on incline systems.

Line guard—A metal loop on an arch to prevent the cable from flying if it should break under a pull.

Line hook—a. An open hook used in making a loop in a cable or line for any general purpose work. b. Another name for a butt hook or choker hook.

Line horse—In the early days of steam donkey logging there was no haulback and a horse was used to pull the line from the machine back out to the woods.

Line log—a. To haul logs by cable attached to a winch on a cat where the ground does not permit yarding directly with the tractor. b. To bunch logs up to an arch with a line run through a fairlead.

Line retainer—A roller with a sort of gooseneck arm used to keep cable in place on inclines.

Line runner—A poor logging engineer, can't do anything more than run line in flat country.

Line tree—A tree smack on a survey line.

Lining bar—A heavy steel bar used for lining track and for other general purpose work around a logging show.

Link and pin—The early type of couplers used on logging trains, as late as 1907 or 1908 in some places. Very dangerous to hands and arms of train crews trying to hook up cars, particularly on rough track, where it was hard to get a match between couplers. Long since outlawed by safety codes.

Link saw—An early name for a chain saw.

Lionite—Actually a brand name for an old time blasting powder. Used to mean anything very strong, particularly a double dose of laxative.

Little bull—A foreman not yet old enough or experienced enough or respected enough to be called a bull of the woods.

Little casino—a. A hanger-on. b. A small-bore helper.

Live burn—To pile and burn slash as it is made; of very little use in the Northwest.

Live chute—A chute on such steep ground that logs will travel by gravity, do not need to be hauled.

Live line—A moving cable or rope.

Live reel—On tank trucks, a reel whose hose is connected to the pump at all times so that water can be run through the hose the minute the tanker gets to a fire.

Liver pads—Flapjacks.

Lizard—A rough wooden bummer or dolly to keep the head end of the log up off the ground in skidding. Sometimes a tree crotch was used as a very crude skid under the log and was also called a lizard.

Load—a. The stress placed on a cable or other equipment on the operation. b. The power output required of an engine. c. A load of logs—the unit of work on a logging side, so many loads of logs per day. d. To load logs. e. To tamp dynamite in a hole ready to blast.

Loader—a. Any kind of a rig for loading logs, usually a donkey engine on a sled. b. The man doing the loading.

Loading bitch—A loading machine, usually a small donkey.

Loading block—A block hung on a guy wire or on various types of booms, and used in loading logs. Also called loading lead block.

Loading boom—A heavy boom or arm used to swing logs from the landing to the truck or car. It may be a portable rig and hence carried from tree to tree, or may be mounted on a shovel loader moving under its own power. Specialized loading booms are listed under their own names, as McLean, Bohemia.

Loading hoist rope—An old name for a loading line.

Loading jack—A two-sheave carriage which rides on a guy line and supports the loading block.

Loading line—A cable running from the donkey through the loading line blocks and fall blocks to booms or other log loading devices.

Loading machine—Old time steam powered boom loading machines were the American and Barnhart, which worked on rails laid on the log cars; the Browning, Decker, and McGiffert, which loaded directly from the track. The last survivor of all these in the Northwest is the McGiffert, working in a few places in the pine country.

Loading pot—A loading donkey.

Loading punk—The donkey puncher on a loader.

Loading shoe—Similar to a loading jack, but has an ironbark shoe in place of the two sheaves.

Loading spool—A gypsy or small spool on a donkey used mostly for loading logs and for moving cars at the landing.

Loading tongs—Very large heavy tongs for picking up logs in loading operations. Depending on the type of loading rig, one or two sets of tongs may be used.

Loading tree—A small spar tree rigged separately from the head tree and used for loading only. Also applied to a stripped-down tree left after yarding for use in loading out a cold deck.

Loading trolley—A small carriage from which the loading block is hung. It may run on a short skyline or on a guy line.

Loads—Originally meant loaded logging cars (so many loads to the train, depending on the grade, track, kind of locie, etc.). Now applied to the number of truck loads hauled in a given time.

Location—The rough line first laid out for a logging truck road or railroad.

Locator—a. A man who made a business of "locating" timber tracts for distant buyers, in the days when the public domain was still open for purchase. Some locators were honest. See public domain. b. A logging engineer specializing in road location.

Locie (or lokie, or lockie, or loky)—A logging locomotive, known also as a hog. The first models were hardly more than toys, and often were so light that they ran satisfactorily on wooden track. One of the

earliest locies in Washington was a six-ton saddle tank known as The Ant. At the close of its railroad logging operations the Booth-Kelly Company had 120-ton Mallets in service.

Lock a raft—To tow log rafts through a set of locks as at Oregon City, on the Willamette River.

Lock hook—Any one of a number of old-time hooks used in yarding, each with a patent lock or latch to hold in the eye of the choker.

Locomotive cord—Wood cut for locie fuel in 2-foot lengths and piled 2 x 4 x 8 feet to make a "cord." In 1952 there was still one wood burner left on a lumber road in western Oregon, the then Long Bell Lumber Co.'s spur connection to the Southern Pacific at Vaughn.

Lodge—To hang up a tree against another in falling.

Log—a. The cut section of down timber, usually in 32-foot lengths on the Pacific Coast. b. To carry on a logging operation or any part of it.

Log barge—A barge for hauling logs across rough water on the West Coast. Frequently the barge is the shell of an old sailing vessel; lately there's been some use of ex-landing craft from World War II.

Log brand—An ownership mark stamped into the end of a log to identify it when mixed with other logs in water transportation. Log brands are registered by law.

Log buyer—A man who purchases logs on the open market for some forest products plant.

Log deck—a. A cold deck. b. The deck of a mill to which logs are brought for sawing.

Log drive—The business of chasing logs down the river on high water. This was done for some time on the West Coast but was given up when the timber was cut back too far from the water's edge to make an economical haul for animal power. Log driving is still carried on in the Inland Empire, but not in coastal streams. See splash, river drive.

Log dump—a. Originally the end of a railroad where logs were dumped in the water; or a rollway where logs were stacked up to be dumped in the river. b. Now any pond or storage place where logs are brought in from the woods and dumped.

Log gatherer—An early name for a skidder.

Log-getter—A highball log producer, whether logging boss or machine.

Log grab—An iron dog.

Log grades—Quality standards in logs, ranging down from No. 1 peelers through sawmill grades to wood logs and culls.

Log handler—An overhead cable method of decking logs.

Log haul—A small one-drum yarder in the ground lead days.

Log hauler—a. A teamster. b. Engineer on a logging train. c. A log truck and trailer. d. Logging truck driver.

Log hungry—a. A logging boss who is a driver, always wanting to get higher production of logs. b. An outfit that is short of logs, trying to buy more stumpage.

Log hungry and money mad—A red hot logging outfit, will get logs come hell or high water.

Log jack—a. Same as jack screw. b. A lever-operated jack for moving logs in hand logging shows.

Log jam—a. In the old days of river driving, a snarled-up mess of logs stuck on a bar, or rock, or something else. b. In later use, a mixed-up mess of logs as when a cold deck spills over, when a train is wrecked, or when logs are yarded to a landing faster than they can be loaded out.

Log jammer—A loading rig in the pine country.

Log-lifter—A log pirate. See pirate.

Log maker—A bucker.

Log patrol—An association of loggers and lumbermen which supports a protective patrol to combat log pirates.

Log pond—Mostly found at a sawmill where logs are dumped. Occasionally used for storage in the woods; and if used as a transfer point from truck to train, known as a re-load pond. Safer than a cold deck in the woods.

Log pusher—A highball foreman of a logging crew.

Log rule—A table showing board foot or cubic foot contents of logs. A rule is generally known by the name of the maker or the place of use, as Doyle rule, Columbia River rule, etc. The earliest known rule was worked out in Maine in 1825.

Log snipe—The logger who rounded off the head ends of logs for easier skidding in bull team days. Logs were also sniped for dragging down the ties behind a locie.

Log stamper—A branding hammer.

Log tally—The contents of a log in board feet or cubic feet. The logger is paid on log scale or tally, for the timber which he delivers to the point of sale.

Log tramway—An overhead cable carrier running through jacks or hangers mounted on trees, gin poles, etc. Logs were hung from special carriages which were hauled along the stationary cable parallel to the ground. See tramway.

Log wagon—A heavy four-wheeled cart used for hauling logs in the pine country, before the days of trucks.

Log wrench—A peavey.

Logger—a. The owner of a logging outfit. b. Any man who works in the operating area of a logging show, from woods boss down to whistle punk. The various jobs are described here under their own names. c. "He's a logger" is used to mean that a man is a good hand, as opposed to "Arkie" or "Oakie" meaning a green worker.

Logger's can opener—An ax.

Logger's delight—A week-end on the skidroad or other excursion to the bright lights of town after being in camp for a long time.

Logger's dream—Trade name for a light portable yarding outfit built on a truck. Also applied to homemade rigs of the same kind.

Logger's physic—To eat a very big meal which will act as a ram.

Logger's powder—Strong stumping powder or dynamite used in blasting stumps on a right of way.

Logger's queen—A dame on the skidroad.

Logger's smallpox—This is the result of being stomped on by a man wearing calked shoes.

Logging—All or any part of the job of turning trees into logs and deliver-

ing them to an unloading point; a West Coast term for the word lumbering as used in the eastern woods.

Logging block—Generally, any block used in a cable logging system. Mostly applied to a small block used to lead the haulback, a snatch block type, which can be opened to lay in a line.

Logging car—a. Any logging car used on a railroad. b. A Russell-built car designed for short logs on a pine operation.

Logging chance—A logging operation.

Logging dog—Any one of several kinds of dogs used as temporary anchor for a line, or for many other purposes.

Logging engineer—A combination logger, forester, surveyor, cruiser, mapper, road locator, construction man, road builder, cost estimator, designer, sometimes timber or log buyer. He is a professional man eligible for licensing by state boards of engineering examiners in Washington and Oregon.

Logging railroad—When the timber was all cut away from the water, and bull teams had to haul logs long distances, they became expensive to operate. Logging railroads were the answer, and they were the prime movers of logs in the Pacific Northwest from the 1890's to the 1930's. At the height of the logging railroad era there were over 460 railroads, over 6,700 miles of track, and some 1,230 locomotives. This was in the mid-twenties. The railroad era put a lot of words into logging, such as highball, pull the pin, in the clear. A number of logging railroads were famous in their time: the Kerry Line, from the Nehalem Valley to the Columbia River in Northwest Oregon, for one. Every big camp at one time was a railroad show, and because they were big they came to the end of the road faster. One outfit had 21 locomotives. It took a tremendous quantity of trees to support such a railroad, and eventually they ran out of timber. The depression also shut down a lot of railroad logging, and by the time it was over, trucks had so greatly improved that the logging railroad began to fade away very quickly. Another reason for its passing is the increasingly rough ground as operations move farther and farther into the mountains. Logging railroad construction is exceedingly costly on rough ground and it is much cheaper to put in summer roads on the dirt. In 1954 there were only about 30 companies in the West Coast states owning railroads, and practically none of these were still used as in the old days, that is, building a temporary spur to each landing. Almost all were main line hauls, operating from fixed re-load points out to the log dump or to a common carrier connection. One of the earliest logging roads on record was said to be operating in Mason County, Washington, in 1885.

Logging timber—Merchantable timber; trees big enough to log.

Logging tramp—A traveling logger, a boomer.

Logging truck—a. In railroad logging days many different kinds of disconnected trucks were used. Most of the iron works made them and called their product by the company name as Portland, Seattle, Washington, Willamette. Other well-known trucks were Economy, Hercules, Bulldog, Russell, Twohy, Little Giant, Pacific, Nisqually, Rainier, Robinson, Snohomish. b. Now means any type of gas or diesel road truck.

Logging woods—The timbered area where the logging is going on.

Lokie—Engine on a logging railroad; also spelled locie.

Long-bodied—A tree with a long trunk clear of branches for a considerable distance above the ground.

Long butt—a. A cull chunk cut off the bottom log of a tree because of rot or other defect. b. To cut off a long butt.

Long butt hook—A heavy butt hook with a closing latch.

Long-butted—A short man (suggesting that part of his legs had been cut off, leaving him kind of stumpy).

Long car—A skeleton flat car for handling long logs.

Long corner—An odd piece of timber, often costly to reach from a donkey setting. Usually it is a somewhat pie-shaped chunk of timber left at the back end where the yarding of two neighboring settings does not fully overlap. Also left because of rock bluff or other hindrance to logging. Such timber is often left to satisfy seed source requirements of state forest conservation laws.

Long crew—A complete crew for the job; sometimes used to mean more men than are actually needed.

Long handle underwear—Heavy wool underwear, long sleeves and legs. A loggers' favorite was black to begin with; this saved washing.

Long haul donkey—Same as road engine.

Long haul road engine—A donkey with great line capacity, sometimes carrying as much as 8,000 feet of main line.

Long Johns—Same as long handle underwear.

Long log—a. An extra long log cut on special order, for which a top price is paid. b. A tree length log. c. A log in the fir country, as opposed to the shorter log in the pine country.

Long log country—The Douglas fir region: southern British Columbia, Washington and Oregon west of the Cascades, and northwest California.

Long log loader—a. An experienced loader, one who could handle tree length logs. b. A loader working in the fir country.

Long log system—Bucking, yarding, and hauling logs over 40 feet long, up to about 150 feet for tree length logs.

Long span show—A logging operation where logs are yarded over very long distances.

Long spar skidder—Another name for a Lidgerwood skidder.

Long splice—A splice generally used on main lines and haulbacks; may be up to 20 feet long, carefully rolled into the lay of the other line. A very good splice passes through blocks almost as easily as the original line.

Look-after man—A company representative on a contract job.

Looked like a widow woman's ranch run on shares—a. A hard luck show. b. A poorly maintained outfit.

Looking at the daisies from the root end—Said of a man who has died.

Looking for a stretcher ride—Any man who takes stupid chances, is careless on the job, or horseplays.

Lookout—a. A watchman to warn fallers working on loose-bark snags. b. A watchman to warn of blasting operations. c. A man stationed on a high point to watch for fires on a logging operation.

Looks bad but feels good—Said of a logger in town who is drunk just exactly the right amount.

Looper—The hemlock looper, a small moth whose larval stage, a small green worm, is a serious killer of coast timber.

Loose bark pole—One cut during the spring or early summer.

Lop—To chop the branches off a log so as to scatter the slash.

Lose the air—a. To lose control of train or truck because air brakes failed or were handled badly. b. To get mad and lose temper.

Lot—A piece of land other than the usual 1/16 of a section; found usually along the north line of a section and along water. In B. C. a lot is a piece of ground of various sizes and shapes.

Loud talk him—To argue a man out of something.

Low bore—A poor logger.

Low lead—Same as ground lead.

Low line—Same as ground lead.

Low man on the totem pole—The man with the poorest job in camp; can't pass the buck to anybody. This expression was used years ago by loggers among the north coast camps where there were lots of totem poles; has since been copied by people who never saw a totem pole.

Low-stump falling—Cutting timber without the use of springboards.

Lower a tree—To lower to the ground a raised spar tree after logging has been completed on a setting.

Lower the boom—a. To drop the boom down in loading logs. b. To fire a man. c. To take severe action of some kind against a man.

Lowering car—Same as block car, used on an incline.

Lowering engine—An engine used to control the lowering of log cars down an incline, also to control logs running down a steep pole road. Could be operated by steam, air, or fluid power. A big donkey with extra big brakes was often used for this job; the diameter of the brake wheel might reach 12 feet on some lowering engines.

Lowering rig—Any kind of an engine used for lowering logs, and the cable and other gear to go with it.

Luff—The strongest purchase obtainable with a set of blocks.

Lug—a. A projection of some kind, as the lugs on a sled plate which hold the lug pins. See lug pin and sled plate. b. The cross bar on a cat tread. c. To pull hard at low speed.

Lug pin—A heavy steel pin dropped through the lug on a donkey sled plate. It is anchored with a cotter key, is used to hold blocks or line when moving or tieing down the donkey.

Lug plate—Same as bridle iron or sled plate.

Lulu—a. A very thick growth of twigs or limbs on a tree. b. Anything to arouse admiration. c. A character in a well-known bunkhouse song which cannot be sung in public.

Lumber woods—A term more used in the east than in the west; means the woods, the place where logging goes on.

Lumbering—a. The lumber business. b. Term used to mean logging, by people who don't know any better.

Lumberjack—A genteel term used by fiction writers who should have said logger if they mean a man working in the western woods.

Lumberjack smallpox—The fresh red raised welts on a man right after he has been calked in a fight; or the scars remaining from the calk marks.

Lumberjack strawberries—a. Prunes (in Canadian woods also known as C.P.R. strawberries). b. Beans.

Lump it off—To make a guess as to the amount of timber on a given piece of ground.

Lye—Poor coffee.

M

M—Used in woods operations to mean one thousand board feet, either logs or standing timber.

Macaroni—Long curls of sawdust cut by a well-filed crosscut saw.

Macaroni side—A logging side which is prelogging or relogging, handling very small stuff compared to camp run logs handled on other sides.

MacFarlane system—A system of skyline logging used on steep ground. Chokers were hung directly on a hook on the carriage, no butt line was used. It started as a slackline, with the haulback used as a holdback to lower logs to the river off very steep ground. Logs were yarded to the main line by side blocking the haulback. Started at Kalama, Washington in 1905.

Machine—Any equipment used in the woods, but most often used to mean a donkey.

Mad as a bear with a sore tail—A man to be left alone.

Madder'n a polluted pole cat—Real mad.

Mae West—A pair of large conks on a tree or log.

Mail order woman—A wife secured through a matrimonial bureau.

Main gut—A main line.

Main line—a. The main road or railroad on a logging show. b. The hauling cable in donkey logging. Also spelled mainline, means same thing.

Main line block—A big block on a spar tree through which the main line runs in yarding.

Main line hook—A medium hook for general logging purposes. Used as a choker hook at times.

Main push—The superintendent or head man around an outfit.

Main squeeze—The boss.

Mainliner—A self-important hogger on a beat-up logging locie who roars into camp with a snort and a flourish trying to kid himself he's taking the Twentieth Century into Chicago.

Make a fist at it—To try to do a job.

Make bag—To start a job.

Make bed—Large brashy redwoods are easily broken in falling, and a great deal of effort is spent on making a bed on which to fall the tree. This does not mean piling up a heap of branches as is often thought, but is a leveling operation which will allow the tree to fall on at least three points all on one plane. This is done by bulldozing off the humps, filling in the holes with chunks and dirt.

Make 'er pay—a. To run a successful logging show. b. To do a good job of any kind.

Make logs—a. To work as a bucker. b. The business of falling, limbing, marking, and bucking, all of which turns trees into logs.

Make out his time—To fire a man.

Make wood—To work as a wood splitter on a donkey or locie.

Mallet—A work horse locomotive with two sets of engines fed from one boiler. Mallets were used on logging roads where big loads were hauled on big grades. The first Mallet known to be used on Northwest logging roads was put in service by the Booth-Kelly Lumber Company in 1910. This engine hauled 10 empties up a 5.2 per cent grade. At the height of railroad logging there were a number of Mallets in use.

Mallory butt hook—A self locking butt hook with two heavy iron flaps like horse blinders. They closed around the open part of the hook when the butt rigging was pulled.

Malones—Wool pants, from the trade name of winter clothing popular in the early days of western logging.

Man catcher—a. An employment agent, hangs around pool halls trying to round up a crew. b. A foreman or other company man trying to hire a crew.

Man down—Somebody hurt in a woods accident.

Man getter—Same as man catcher.

Man grabber—Same as man catcher.

Man shark—An employment agent, particularly the one who played a logger dirt by taking his money and sending him to a camp where there was no job.

Management license—In B. C. a perpetual use permit granted on public forest land. The purpose is to allow a logger to carry on a sustained yield operation.

Manhandle—To do a job by main strength, not by machine.

Manila fall block—A small light fall block, often wooden, used with manila rope.

Mark—To pick out and mark trees to be felled in a logging operation.

Marked tree—a. A tree marked X to be saved for use as a spar tree, not cut by the fallers. b. A tree marked C or other symbol, to be cut in a selective logging operation.

Marker—a. A man who selects and marks trees to be cut. b. A man who marks logs so the buckers can buck for grade; sort of an assistant bull buck or conk inspector.

Marking ax—A light ax used to stamp a brand on a tree or log.

Marking gun—An oil squirt gun as used in oiling car springs, filled with thinned paint and used to mark a big C for cut, in pine stands.

Marlin spike—A big spike used in splicing wire rope.

Marriage—The act of uniting the strands of a wire rope when making a splice.

Mash the line—To squeeze a line hard enough to squash out or break its hemp core, by bending it around too small a block or placing it in too sharp a bight, etc.

Mast—An old time name for a spar tree.

Master maniac—The master mechanic in charge of power on a logging railroad.

Mat—a. A portable set of timbers bolted together to hold a shovel when working in mud. b. Logs fastened together with cable to make a base for a raised spar tree. c. The bottom layer of logs in an ocean-going raft.

Mattock—A heavy digging tool with a stout hoe blade on one side and an ax on the other, used on fire line construction.

McGiffert loader—A loading jammer used in pine logging; the last of the big old-time railroad machines. This loader came into the West Coast woods from the South. It was probably one of the best known loaders of this type.

McGiffert skidder—A railroad log skidder generally operated with booms on both ends so it could yard from both sides of the track at once. Used also as a loader only. Named for a Minnesota logger who developed it.

McLean boom—A famous loading boom made of two parallel timbers or poles hung from a spar tree. Invented by Claude C. McLean in B. C. in 1917. At first a single timber was used, but many changes have been made, and a variety of booms are now in use following the McLean pattern. McLean was for many years superintendent of the Cobbs-Mitchell Lumber Company at Valsetz, Oregon.

McLeod—A fire tool invented by Ranger Mel McLeod, Sierra National Forest; part hoe and part rake.

Measure—Loggers didn't measure things in the usual units familiar to city people. Big things were compared in size to Erickson's bar; lengths were measured in ax handles; wide things were compared to the width of a fat schoolma'am; and small things were measured by plugs of Star tobacco.

Meat ball—A logger who is a so-and-so. Also applied to some foreigners in camp.

Meat block—A large short log, or the butt log of a tree.

Meat burner—A cook.

Meat head—One whose head is so full of meat there's no room for brains; hence a dim wit.

Meat run—A special trip to haul out injured or dead men following an accident in the woods.

Mechanical outhaul—A ground lead logging method in which a haulback line was used to return the main line to the woods.

Medicine maker—A man thinking up trouble for somebody else.

Meow—A bend or snarl in a line, a crook in a road, or anything else out of line.

Merchantable—Timber big enough to sell (even though it may be unwise to do so, in view of greater value if left to grow).

Mess house—A cookshack.

Messenger line—An old name for a haulback line.

Middlers—Flies which buzz around the middle of a shanty, won't light where they can be swatted.

Mill—a. A sawmill. b. A term for a beat-up old locie, wheels flat, wedges down, steam leaking at every joint, but still running.

Mill pond—Anything from thin mud to a good sized lake where logs are dumped. Generally known just as pond.

Mill scale—The scale of logs delivered to the mill. Also at times is used to mean the scale of logs on the mill deck. In the first use it may be either gross or net scale; in the second it means net scale, after deductions have been made for defects.

Mill up—To work up materials; to make something.

Mine—To use an ax clumsily, chopping into rocks instead of trees.

Mine props—Small short logs used in shoring up mine tunnels; mostly cut in interior camps, rarely in coast or west side operations.

Mired down—A man or machine stuck on the job for any reason, including mud.

Misery harp—A crosscut saw; those who don't think so have never pulled one.

Missing link—A chain repair link which comes in two halves; it is fastened together by burring its built-in rivets.

Mix me up a hike—Give me my check, I'm quitting.

Mix me up a mope—Same as mix up a hike.

Mix me up a tie pass—Same as mix up a hike; this referred especially to a man walking away from a railroad logging camp.

Mix me up a walk—Same as mix up a hike.

Mogul fairleader—A fairlead designed to take the very heavy strain of big yarders.

Mogul yarder—A big donkey with a large boiler, operating at high pressure. Had a large drum capacity, high speed, was used mostly for roading, occasionally for yarding long distances.

Molle—a. A circle of twisted strands of wire rope used for a temporary link connecting the eyesplices of two lines. b. A ring of wire to replace a cotter key. c. A rough splice. See Molly Hogan.

Molly Hogan—Another name for molle. When a straw line is to be taken into the woods it may be carried by the rigging crew in short lengths of 200 feet or so, with an eyesplice at each end. These are tied together with a molle. When no longer needed, the molle, or Molly Hogan, is cut through with an ax.

Monday—A name for the Mundy donkey.

Monkey block—Another name for a bunk block or cheese block.

Monkey meat—Prepared sandwich meat.

Monkey motion—A type of valve gear used on donkeys.

Monkey wrench—a. To repair a machine or a piece of equipment. b. A donkey puncher is said to be monkey wrenching when he spends too much time fussing around his machine instead of getting logs.

Montana larch—The genuine western larch or tamarack, as distinguished from noble fir.

Montelius hook—A latched butt hook invented by Ira Montelius, blacksmith for the Trap Creek Logging Company of Nalpee, Washington. A swinging gate on the hook closed the opening to keep the choker locked in. A second type of Montelius hook had the gate attached to a clevis; when the butt rigging was pulled the gate was forced to close.

Monthly insult—A paycheck.

Mooch—To panhandle.

Moose milk—A stiff drink made of coffee, milk, and rum, mostly rum.

Mop up—To clean up the hot spots and spot fires left after the main part of a forest fire has been knocked down and trailed.

Mop up strays—To clean up lost or stranded logs after a drive.

Move—To change a donkey from one setting to another. Lines and blocks are rigged up between the donkey sled, stumps or trees up ahead, and back to a drum. When the line is wound in, the donkey moves ahead or something gives.

Move road—To change logging lines from one skid road to the next stretch to be yarded or skidded.

Moving block—A heavy duty block meant to take a beating when moving donkeys.

Moving car—A railroad car heavily built to take loads 150 tons or over, for moving large and heavy donkeys or other logging equipment. Some moving cars were 64 feet long, had 24 wheels.

Mowich—Venison.

Mrs. Murphy's chowder—Any unknown stuff found on the table.

Muck stick—A shovel.

Mucker—A man working around a cat or shovel; similar to pit man, a helper.

Mud—a. Coffee. b. What every logger hates.

Mud boat—A flat sled which would skid easily over a mud road. Used like a pig to carry dogs and other gear.

Mud cap—To put a big gob of mud over a dynamite charge on a rock to direct the force of the blast downward.

Mud 'em in—To swing from a cold deck close at hand when the distance is too short to justify rigging up a skyline for the swing.

Mud movers—A logger's jeering description of a road grading crew.

Mud shot—A dynamite shot on the surface, not in a drilled hole.

Mud sill—As used in skidder logging, a short heavy timber on which rested the hydraulic jacks used to raise the skidder off the tracks so that empty logging cars could be run beneath it.

Mudder—A logging show in a swamp, in other wet ground, or on a dirt road after the fall rains have started.

Mug up—To have a cup of coffee around a camp fire, or other than at regular meal times.

Mukluks—Any soft uncalked boots.

Mule—a. A set of rope blocks, used at times to tighten guy lines on skidder tail trees. b. An ornery man or machine.

Mule tail—The broomed-out end of a wire rope.

Mullet—A local term in the Klamath country to mean any fish found on the logger's table. The mullet is a large sucker-mouthed fish in Upper Klamath Lake, dried and used by the Indians in the early days for their winter food supply.

Mulligan—At one time hot noon meals were brought out to the men in the woods. A specially fitted railroad car was used for this purpose, known as a mulligan, from the mulligan or soup which it carried.

Later the men were hauled to camp instead of taking the meal to the men at noon, and mulligan became any crew carrier. Now it is applied to trucks and busses. See crummy.

Mulligan mixer—A camp cook.

Mundy—An old time logging donkey.

Murdy—Another old time donkey.

Mush log—The outside log on a load.

Mutt and Jeff—Two open faced hooks connected by a link. The upper hook goes on a guy wire wrap around the spar tree. The lower hook holds the strap of the high lead block when changing the lead.

Muzzle loader—Anything loaded or entered from the head end. In old time camps it referred to a bunk which had to be crawled into from the foot because the bunks were too close together to get into from the side.

Muzzler—A foreman, or side push.

n

Narrow drum—One stage in donkey engine development was the narrowing of the drums. This allowed fairleads to be placed on the donkey sled, which saved wear on lines and aided yarding and moving operations. The first donkeys to be built with drums cut down from the old wide-face roaders were called narrow drums.

Narrow drum yarder—One of the earlier models with drums much reduced in width so that two drums side by side could be mounted inside the donkey frame. Later the design was abandoned because it was too hard on the lines.

Narrow gauge—a. A railroad less than 4 feet 8½ inches wide, the most common gauge being 3 feet. The most famous logging and lumber road among the narrow gauges in the Northwest was the Sumpter Valley, a common carrier once running from Prairie City to Baker, Oregon, 80 miles. It was abandoned in 1947. b. A term applied to a camp, a railroad, or a job not up to standard.

Necktie—A choker.

Needle—A steel tool used in splicing cable.

Needle fire—A very light burn which only singes the needles off the slash.

Needle scratching—A term applied by loggers to foresters who are making seedling counts on cutover lands.

Nest log—A log lying tight to the ground or fouled in some other way so that the bucker can saw it only partly free from the next log, thus making a Russian coupling.

Nestos snubber—A method of lowering logs down from high ground, using a standing line and a snubbing line run through a carriage. Stops fixed on the standing line governed the position of the carriage at loading and unloading points.

Never-slip—An old time choker hook.

Neverstill—a. An eddy in a river. b. A busy logging center, something always going on.

Never-sweat—A lazy man or a bum.

New Era cableway—A log tramway invented by W. F. Izett, Oak Harbor, Washington.

Nicknames—An endless variety are found in camps, some of which can be written down, such as: one-eye, frog-face, the bear, step-and-a-half, pump handle, highpockets, mick, yellowjacket Joe, Panicky Pete, hobo slim, bullblock Andy, Woodenshoes, Cougar Bill, etc.

Niggerhead—a. A rock in a stream bed which interferes with driving or splashing. b. A knotted-up clump of rocks uncovered on a grading

job; or a boulder the size of a man's head. c. The outside spool on the shaft of a donkey drum, used for light work around the landing.

Night rabbit—A man on the run from the law.

Night watch—A man who stays out on the operation as a watchman; he also fires up the donkeys early in the morning so they will be ready to go to work when the crew comes out.

Nipper—A man working on the steel gang, especially one who holds up ties to be spiked to the rail.

No-bend choker—A choker made of heavy cable, hard to bend around a log.

No-bill—A non-union man.

No-blanket camp—At one time all loggers carried their own blankets and you never knew what might crawl out of the dirty blankets brought in by some drifter. The first camps to change from this to supplying the bedding, were called no-blanket camps.

No more teeth than an old hoss turned out to pasture—Shoes without calks.

No place to stood his foots—This is said of a man working on a log pond who has just jumped from a log to what he thought was another log, but turns out to be a piece of bark.

No-see-um—An almost invisible fly found in the north woods, has a terrific bite.

Noose—A sling for loading logs.

Nootka pine—Douglas fir.

North Bend system—A method of yarding or swinging logs. The carriage travels on a line anchored to stumps at both ends. The haulback is tied to a fall block, and takes it and the bight of the skidding line back to the woods. There are both uphill and downhill methods of rigging the North Bend system. In the latter the main line (or a tag line spliced to the main) runs through the fall block up through a sheave on the carriage and back to the fall block, giving better control of the load coming down the hill.

North Sea piano—A concertina played in the bunkhouse by a Scandinavian logger.

Northwest Loggers—The Pacific Northwest Loggers Association, headquarters in Seattle.

Norton jack—A heavy screw jack used in rerailing railroad equipment, and for other logging purposes.

Nose—a. The front of a donkey sled, boom, etc. b. To snipe a log, putting a bevel on the front end. c. To dig into the ground when being pulled along, as a donkey sled being moved.

Nose guy—A guy line holding a loading boom.

Nosebag show—a. A job where it is necessary to pack a lunch every day. b. A piece of work which will take all day away from camp.

Nosing—The sniped part of a donkey sled, or front part of a sniped log.

Notch—a. An old word for undercut. b. A groove cut in a stump to take a guy line. c. A deep groove cut around the end of a log in the ground lead days. It was placed just back of the snipe. The cable or chain used as a choker was fitted into the notch to prevent it

sliding off the log on a heavy pull. d. To make a slanting undercut with a power saw.

Notch up—To open up the throttle of a steam engine.

Notcher—An undercutter, in the early days when falling timber was specialized to the extent of having one man on the cutting crew do nothing but put in the undercut.

Now you're down to hot cougar tracks—Talking turkey.

Now you're logging—a. On the right track. b. Getting the work done in highball fashion.

Nubbin—A steel sleeve babbitted on the end of a choker wire to make a knob which is stuck into the slot of a choker hook or butt hook.

Number one—A top grade log, as number one peeler, number one sawlog.

Number 17 collar and number 2 hat—A skookum man with no brains.

Nut buster—A machinist, particularly on locomotives.

Nut splitter—Same as nut buster.

O

O & C—The timber lands of the old Oregon and California railroad land grant, located in western Oregon and administered by the Bureau of Land Management, Department of the Interior.

O.B.U.—One Big Union; after the I.W.W. broke up an attempt was made to organize all woods labor into one big union, setting a pattern later followed by other labor organizations.

Oakie—A native of Oklahoma or nearby regions, green to the West Coast woods.

O'Brien lock butt hook—One of the early day hooks designed to prevent chokers from unhooking. It was a twin hook swivelling around a center pin, and was kept shut by tension on the line which was attached to it.

Ocean-going raft—At one time there was quite a business of rafting logs from Oregon and Washington coastal camps to mills in California, though it has declined a great deal in recent years. There is still a lot of rafting between up-coast camps and city mills in British Columbia. The method is not new. An ocean raft (of squared timbers however) was built on the Kennebec River in Maine in 1792 and set out by sail for Europe, but was abandoned off Labrador. Another venture from Quebec in 1825 was a raft so big for those days (300 feet long) that it was considered a ship and named "The Baron of Renfrew." It made the Atlantic crossing safely but broke up on the French side of the English Channel. See Baker, Benson, Davis, Gibson, Robertson, Wheeler rafts.

Odd corner—A long corner of timber; a hard-to-reach spot on a logging show.

Off-highway truck—A big truck with wide bunks built to haul heavy loads on private logging roads. Loads up to 30,000 feet have been reported for such trucks, far above the weight permitted on state highways.

Off his feed—A sick man.

Off the reservation—Conduct which is out of line with regular custom.

Offset—To move to one side to avoid trouble.

O'Gorman system—A tightline skyline yarding method using a five-drum donkey and an unusual number of lines including a trip line to pull down the fall block. Invented by J. S. O'Gorman of Oak Point, Washington.

Oil bottle—Generally a quart whiskey bottle fitted with a notched cork so that oil can be sprinkled on a crosscut saw to cut pitch or resin when sawing. Also has an iron hook so it can be hung on a stump to prevent spilling. An empty whiskey bottle is no good, can't tell if it

leaks. Only sure way is to buy a quart of whiskey, drink it, and pour a gallon of oil into the four bottles which you will now appear to have in your four hands. Power saws spoil this by having built-in oilers.

Oklahoma hooktender—A doggone poor whistle punk.

Old growth—Virgin timber, the tall uncut.

Old head—An old timer, a man who has been around the camp for a long time.

Old man—a. Superintendent, or head man. b. A holding device used when pulling a pin out of a tight fit on a machine; or to buck up against when pressing a pin into a tight fit.

Old woman slept on the tail of my nightshirt—An excuse for being late to work.

On a round drive—From Paul Bunyan's famous round river drive, which never did arrive—means getting nowhere.

On the ball—a. A highball outfit. b. A good worker.

On the boat—Said of a man who is on his way to or from one of the coastal logging camps reached only by steamer.

On the bound—a. At a fast pace. b. An order to speed things up.

On the dirt—Hauling logs on a dirt road; a summer show.

On the fly—Doing any kind of work while equipment, or logs, are moving.

On the hog—Haywire, broken down, out of order.

On the peck—Mad; short-tempered.

On the prod—a. Mad. b. An eager beaver, anxious to get the work done.

On the prowl—a. Quitting the job, moving to some other place. b. Looking for trouble.

On the rods—Drifting from one job to another.

On the round bound—Very excited action.

On the skids—Slipping; taken directly from the old skidroad language.

On the spot—A railroad term for taking it easy; having arrived at a landing or a log dump, the crew was on the spot with nothing to do until time for the next trip.

On the tramp—a. Busted. b. No good. c. Fired.

One-choker show—A tough logging show.

One-donkey show—A small logging outfit.

One lick method—A method of making a fire line around a forest fire, each man on the crew taking one or two licks with a tool before stepping ahead, leaving following crew men to complete the work.

One match burn—Setting slash afire on a day so dry that no oil or effort is needed to make it go; one match will do the trick. Under these dry conditions the fire will almost always do some damage.

One-spot—Locie No. one (the two-spot would be engine No. two, etc.).

One-way incline—An incline railroad in which a loaded car is lowered without counterbalancing an empty car on the way back up the hill.

Open—A thin spot or opening in the timber.

Open face—a. A block with a very wide throat like a Tommy Moore. b. A donkey engine placed on two side beams, the frame closed by

a cross beam at the back end under the boiler, open at the front end beyond the main drum. Most generally the open face was a big road donkey.

Open-faced—Same as boxing glove choker hook.

Open market—For many years logs were dumped in the Columbia River and Puget Sound by independent loggers for sale on the open market. These were true market places with much buying and selling and trading of logs. After World War II the independent loggers almost all lined up with a mill and by 1956 there were practically no uncontracted logs going into the water, and the historic open market disappeared.

Open side block—A logging block with one side plate hinged so as to fall open, permitting a line to be laid in the block without the trouble of threading it in from the end, which may be 1000 feet away.

Open side trolley—An old time skidder carriage with one side open, allowing it to pass through the hangers on a very long haul.

Operation—A logging show.

Operator—A man who owns and/or operates a logging show.

Operator's fire—A forest fire occurring on an active logging operation, or on cutover lands not released from slash disposal requirements; the logger is responsible for the fire in both cases.

Opsal system—A skyline skidding system, the skyline suspended from guys attached at right angles to the standing line every 200 to 300 feet. The guys were run out from trees along the main travel line, the whole set-up resembling a trolley wire as used for street cars. A special carriage was used, to pass over the guy line junctions.

Oregon block—A stump used instead of a block to change the direction of a line.

Oregon fir—Douglas fir.

Oregon larch—Noble fir, a very fine timber tree at higher elevations in the Coast and Cascade ranges.

Oregon lead—Same as Oregon block—using a stump to change the direction of a line instead of hanging a block; applied mostly when moving a donkey, as in swinging the nose around to change the lead.

Oregon pine—The name given to Douglas fir by Dr. John McLoughlin as early as 1833 when shipping timber to the Sandwich Islands. He felt that fir was an unknown word, whereas pine was a well-understood term and would make the cargo sell better. Oregon pine was used by loggers and lumbermen as late as 1910, and the term is still known in foreign ports.

Oregon spruce—Sitka spruce.

Oregon white cedar—Port Orford white cedar.

Oregon white pine—Ponderosa pine.

Oregon wrench—Cold chisel and hammer, carried by old time steam engineers.

Osborne fire finder—A device for sighting the location of forest fires. A rig of this kind was used by Porter King, an early day fire warden in Columbia County, Oregon. The much improved and widely known fire finder of today was developed by Bush Osborne, long time fire control man with the U. S. Forest Service, Region 6, the Pacific Northwest.

Other side of the range—Across the legendary mountains where the logging shows are all good.

Out in the tules—a. In the back country. b. In the swamp; working on wet ground.

Out of lead—When the block on a spar tree is not in line with the drum on the donkey. This causes excessive wear on the wire rope.

Out-of-lead block—Any yarding block used to put a bight in a line, changing it out of its usual course.

Out of wind—A stalled donkey.

Out-turning—An empty tractor going back to the woods.

Outboard drum—An extra, small drum used for various jobs, mounted outside the frame of a donkey.

Outfit—a. A man's personal gear. b. The company for which a man works. c. A line up of equipment and materials for a job.

Outfit cars—The travelling camp used by bridge and building construction crews in the days of big time railroad logging.

Outhaul—To take the main line back to the woods with a line horse, in the days of ground lead logging.

Outhaul block—A tail block, one used at the back end of the haulback line.

Outhaul line—An old name for a haulback line.

Outhaul rope—Same as outhaul line, but of earlier use.

Outhaul system—This was considered a great advance in logging; it was merely the addition of a second drum to a donkey to do away with the line being taken back to the woods by a line horse. The haulback line was wound on the second drum, and as it was paid in, it outhauled the main line to which it was attached.

Outlaw—a. A man with a bad reputation. b. A machine which has killed a man. c. A tree which is dangerous to fall.

Outlaw camp—A temporary camp occupied by a few men building a main camp ahead of the big crew.

Overcut—A trim allowance of several inches left on the end of a log, the amount varying with log length.

Overhaul—a. To pull out a line against brake pressure on a donkey drum. b. To pull in a light line attached to a main line, as in rigging up a skidder show. c. To have a line paid out by its own weight pulling it off the drum.

Overhead loading—Any of the modern loading systems in which the log is hoisted clear of the ground by a donkey or shovel loader. This is opposed to the early method of rolling logs onto cars with jack screws, or by parbuckling.

Overhead roading—Hauling logs by tramway.

Overhead wire system—Any skyline method.

Overhead yarder—Another name for an early skidder.

Overhead yarding—An old name for bringing in logs by skyline.

Overhung gypsy—A gypsy spool on the end of a shaft outside the donkey frame.

Overland trout—Bacon.

Overlay—To spool line on to a drum from the top side.

Overlength—Trim allowance on a log.

Overload—The cause of great argument between log haulers and state highway departments. Many devices have been developed to show the weight of loaded logs at the landing so the trucker will not fall afoul of the law when he gets out on the highway.

Overlooked his hand—A fatal lapse of memory by the camp dispatcher who let a train get by the last passing track where it could meet an opposing train, thus causing a head-on collision.

Overrun—Actually the excess of mill tally over log tally, a gain which every sawmill man hopes to get; thus applied to any bonus.

Overscale—Where the fallers and buckers get more scale in the woods than the company gets at the log dump; the difference between woods scale and water scale when the woods scale is greater.

Overwind—To put more line on a drum than it is meant to hold—very bad for the line.

Overwound cable—Line reeled on or paid off the top of a drum.

Ox—For quite a few years the ox was the chief means of moving logs from the Northwest woods to the river or coast. He was displaced by the spool donkey in the early 1900's. The cover of the *Timberman* for January 1905 featured the passing of the bull team, giving it an official date. However, bull team logging was briefly revived in Clackamas County, Oregon, in 1945 and 1952 by a man getting out tie timber for a gypo mill. Made good money, too.

Ox bow—Back in the bull team days an ox bow meant an ox bow—the loop of vine maple or other wood which draped over the neck of the animal and held up the yoke; now applied to a loop in a river or road.

Ox teamster—The man who drove bull teams in the early days of logging; also the man who handled ox teams freighting supplies to camp.

Ox tender—A barn man, tending to feeding and watering the animals.

P

P.F. man—Polite description of the logger who tended the skidroad pig. On the skidroads of Portland, Seattle, and Vancouver, B. C., employment offices used to list "P.F. man wanted." See pig.

P. V.—A remedy in demand after a trip to town.

Pack—A packsack or bundle of personal gear.

Pack a card—To belong to a union.

Pack rat—a. Also known as bush tail rat or trader rat. A woods rat with the habit of packing off anything loose at night—watch, keys, false teeth, etc. Generally trades a pine cone, stick, etc., for articles removed from camp. Makes a mess of unused cabins, building up a big ant's nest of sticks and trash. b. A man who collects a lot of useless trash.

Pack the balloon—To pack up personal stuff and leave camp.

Pack the hook—To work as a hooktender; or to be as well qualified to do the job as a hooktender.

Pack the rigging—To carry papers or a card showing authority to represent some organization.

Packs—Generally rubber bottomed or rubber soled shoes; no calks in them.

Packsack—Most any kind of a canvas sack with shoulder straps in which old time loggers packed all their belongings. For many years the symbol of men who worked in the woods, and as such, a common sight on the streets of Northwest cities.

Pad—a. Same as mat. b. To move equipment on pads.

Pad man—A helper around a shovel; attaches the lines to move the pads or mats on which the shovel works. Similar to pit man.

Paint a log—To slap paint on a log to mark it as belonging to a certain company.

Palooka—Same as Arab.

Palouser—A lantern made by sticking a candle through a hole in a tin can.

Pan bread—Usually a pretty tough looking kind of biscuit or bread made in a frying pan set on the coals of a camp fire. Sometimes better than no bread at all when out in the back country, but often not much better.

Pan skid—To skid logs with the front ends resting on a large steel pan turned up in front; an early method of skidding with cats, no longer used since cats have been made so powerful.

Pangoram—A dish served by a poor cook; any kind of stuff merely mixed with water.

Panther juice—A stout drink.

Panther sweat—A stout drink of any kind.

Pants rabbits—Parasites.

Parbuckle—a. A crosshaul; a cable passed under and back over a log causing it to roll when the cable is pulled. This was the usual method of loading cars in the early days of railroad logging before steam loading rigs were common. A cable fastened to the engine was run through blocks, and the locie was shunted back and forth to pull logs up the skids and onto the cars. Parbuckling is still used in small shows to put logs onto flat bed trucks where a big loading rig is not required. The method originated in sled hauling days and is still used in animal shows to some extent. b. A method of freeing a log hung up behind a stump. A swamp hook is stuck on the power side of the stump and a line run from it down under the log and around over the top of log and stump and back to the source of power. A stout pull will parbuckle the log over the stump.

Pardner—Partner; the other half of a working team, as a set of fallers.

Pass block—A light block carried up the spar tree by the rigger and hung at the top. Used to haul up the bull block and other gear in rigging the tree. Also called climber's pass line block.

Pass chain—A chain used to make sort of a bosun's chair for the climber to ride in, going up the tree. Also known as a grip chain when used on the end of a pass line in rigging the tree.

Pass line—A light cable, same as jack line.

Pass the 44's—Pass the beans. Loggers graded beans according to size as 22's, 30-30's, 44's, etc.

Pastime—A pool room, card room, gambling joint.

Patch logging—Another way of saying staggered settings; used more generally in British Columbia than elsewhere.

Paul Bunyan—According to Jim Stevens, who knew him well, he was the descendant of Davy Crockett and Jim Bridger in the folklore of the Frontier, hero of the Lake States shanty boys, a character unforgotten by the foresters of the Pacific Northwest in our time. Boss of a race of loggers of which the most miserable runt broke his leg one winter—three feet below the knee. Historically, the most likely account puts Paul Bunyan's origin in the Quebec country, where a powerful woodsman was famed a century ago under the name of *Bunyon* or *Bon Jean*. "The Round River Drive" is the oldest authentic bunkhouse tale of Paul Bunyan. It is in character with the Davy Crockett stories first written and published in the *Davy Crockett Almanacs,* annual publications in 1834-56. The yarns were then told all over the Frontier. The first printed Paul Bunyan story was in the Detroit News in 1910, second was a poem in April issue of *American Lumberman* in 1914. "The Round River Drive" was the main thing in both cases. The tale tells how in the wilderness Paul Bunyan took a log drive down a strange stream for months and months. Turned out it was a round river. How did he ever get his logs OUT? The fun is in fixing up a *likely* answer. See Jim Steven's stories on Paul Bunyan for more.

Pavement pusher—A logger making the rounds of the employment offices looking for a job.

Pay cheater—A company timekeeper.

Pay dirt—A scheme or a way of doing things that work out well.

Pay hole—High gear on a donkey.

Pay off—To unreel line from a drum.

Pay out—a. To unreel cable. b. To come out of a deal or a job successfully. Probably comes from the old mining days; a claim did or did not pay out for the work done on it.

Pay pole—A good log.

Peaker—The log on the peak, or top of a load.

Peanut post—A small portable steel tower for quick rigging up in relogging or prelogging.

Peanut roaster—A small steam locie or donkey.

Peasouper—A Frenchman or Quebecker working in the woods; from their fondness for pea soup. Ted Flynn tells of one peasouper cook who prepared a huge pot of the soup and let it stand outside so it would freeze in order to keep. Ted's father, the camp boss, cut a square chunk out of the frozen soup, poked a hole in it, threaded it on an ax handle, and said "come on, boy, we're off for work. This is lunch."

Peavey—The famous woods tool, heavy handled, with a spike point and free-swinging hook, used in rolling logs all over North America. Said to have been invented by J. H. Peavey of Bangor, Maine. Spelled both peavey and peavy.

Peck—A type of wood rot in which small centers of decay are scattered through sound wood like woodpecker's holes.

Pecker pole—A small tree or sapling.

Pecker pole show—A gypo operation, working in small timber because the equipment isn't big enough to handle big timber.

Peckerwood outfit—a. A small gypo outfit. b. A small portable sawmill in the woods.

Pecky—Wood which is partly decayed.

Peel—a. To remove the bark of redwood to permit easier sawing. b. To take the bark off piling or pulp timber.

Peeler—a. A log suitable for plywood. b. In the redwoods, a man who peels logs before they are sawed.

Peeler picker—A man who grades logs in woods or pond to sort out high value peeler logs.

Peeling bar—A tool like a crowbar used for prying off heavy bark, especially from redwood logs.

Peerless—A brand name for an old favorite chewing and smoking tobacco much used in logging camps. It was so strong that a man could "chew Peerless, spit agin' the wind." From this, Peerless came to mean anything very strong or tough.

Peewee—a. A small merchantable log, especially the kind suitable for sawing in a gang mill. b. A girl, smaller than average.

Pelican hook—A light hook shaped like a pelican's beak.

Peninsula (the)—The Olympic Peninsula of Washington, a famous logging area.

Pension—An easy job.

Pensioner—A lazy man.

Per thousand—The unit measure of timber value, and of logging costs, so much per thousand board feet.

Percolate—Any piece of logging equipment which is in good running shape is said to percolate.

Persuader—A piece of pipe used as an extra handle on a binder or a wrench to get extra leverage.

Peter prop—A handy rig for a special purpose.

Peters hook—A large flat heavy hook used on chokers in the early days.

Petticoat—A wide flared steel net around a donkey stack to arrest sparks. Sometimes during bad fire weather a petticoat was thrown over the top of the regular arrester as a double safety measure.

Petticoat pipe—The pipe extending from the stack down into the smokebox of a locie to catch the exhaust from the cylinders.

Pick up—A logging block lifted in air by the tightening of a line running through it.

Pick-up block—Another name for a loading block.

Pick-up derrick—An old name for a cherry picker or portable loading rig.

Pick-up man—A logger who chases stray logs that have slipped out of a boom.

Pickaroon—A short, sharp, pick-like tool used for pulling timbers around.

Pie in the sky—From an old time labor song; means something good, an easy logging show, for example.

Piece system—Bushel work, that which is paid for by the piece rather than by the hour or day.

Pig—A hollowed log which was used on fore-and-aft roads to take the dogs and other tools back to the woods or yarder donkey. It was dogged to the last log of an incoming turn, and when the logs were unfastened at the landing, the dogs were thrown in the pig for return to the woods. Pigs were used both in the Idaho white pine and the Douglas fir regions.

Pig boat—Another name for the pig.

Pig tail—a. A short piece of iron twisted to make an open loop. It was driven into a tree trunk to serve as a guide for a light line or rope. b. A device to shorten the grip for short logs in crotch-line loading. Its curl is like the curl of a healthy pig's tail. When it straightens out like a sick pig's tail, it's time for a new one. c. A meow kinked into a line by careless handling.

Pig "tender"—(Old timers are asked to excuse this for well known reasons).... a man who looked after the pig on a fore-and-aft show or on a skidroad.

Pike pole—A long pole with a spike and a hook on one end, used for shoving logs around in pond or pocket.

Pile—a. A pile of logs, as in a cold deck. b. A long straight pole, better known as piling.

Pile and burn—A standard method of slash disposal in the pine country. Limbs and tops are usually stacked up in piles to be burned after the fall rains or snows reduce the fire danger.

Pile buck—A pile driver engineer.

Pile driver—A rig to drive piles into the ground for bridges, booming ground, docks, etc.

Pile man—The unhook man at a log pile.

Pilgrim—a. A short-stay logger, who works little time in any one camp. b. A visitor to camp.

Piling—Same as pile, but generally used to mean a quantity of piles.

Piling railroad—A logging railroad on trestle-work across swampy ground.

Piling show—a. A timber stand containing enough tall straight young trees to make good piling. b. An operation cutting piling.

Piling track—A light spur line generally up the bottom of a canyon, built entirely on piling without benefit of trestle work. Once used to some extent in spur logging tracks, such construction has not been seen for many years.

Pill faker—A first aid man or doctor.

Pill roller—Same as pill faker.

Pilot car—a. Same as block car, a lead car used in some incline systems. b. An idler, or empty flat car used to hold the lowered spar of a steam tower skidder when moving the machine to a new setting.

Pinched—Stuck in a bad situation like a saw pinched in a cut.

Pine bull donkey—Built by a logger named Pine in the redwood country, this was probably the first road donkey. It followed the Dolbeer yarding engine.

Pine country—As used on the West Coast, means some of the interior plateau country in British Columbia, the east side of the Cascades in Washington and Oregon, and both sides of the Cascades and the Sierra in California. The white pine country is northeastern Washington and northern Idaho.

Pine logger—A Lidgerwood yarder and loader in one unit, adapted for pine operations. Generally it used lighter rigging and an A-frame boom in place of the spar on similar machines used in fir logging.

Pinetop—An old timer in the pine woods.

Pinion—On donkeys, generally the small gear which was fastened to the main shaft and drove the bull wheel; not always entirely true for there were many kinds of drive on the old steam rigs.

Pink one—In forest surveys this is a very close measurement, the distance that the transitman wants the rod moved to left or right.

Pinto—Originally a horse with patches of different color on his hide; applied to anything which has two or more colors.

Pioneer—One make of logging donkey.

Pioneer road—A rough road put in ahead of actual construction of the finished grade, to take in men and supplies.

Pioneer work—Putting in the first stage of a construction job such as road building.

Pipe man—The man who takes care of pipe lines and pumps to get water to steam engines on a logging show.

Pirate—A log thief. An entire huge log raft was stolen one night on the Fraser River in southern British Columbia. Thieves were tough enough and numerous enough at one time on Puget Sound and

nearby waters to require the formation of a protective patrol force. This operated for over 20 years. Log piracy was also known in Oregon coastal waters though not to the same extent as farther north.

Pistol grip—A tree with a sharp crook near the butt; often caused by snow pressure.

Pit man—A laborer working with a power shovel or bulldozer on dirt moving jobs.

Pitch—a. The sticky stuff found in most coniferous trees. b. A slope as on a cut or fill. c. On wire rope, the straight line distance along the rope required for one wire to make a complete turn around the rope.

Pitch butt—A pitch-soaked bottom log in a tree.

Pitch pocket—A gob of pitch inside a log.

Pitch ring—A circle or part circle of pitch following around the annual ring in a log.

Pitch seam—A crack in wood filled with pitch.

Pitch spike—A pitch-soaked spear of wood sticking up in an old rotted stump.

Pitch up—To seal anything with any kind of sticky stuff; to waterproof a tin coat for example.

Plank road—A wooden truck road, varying from makeshift planks thrown on the ground to costly decked roads built almost to railroad standard.

Plank road man—A road monkey on a plank road, keeps it in repair, especially watches for loose spikes and possible jill-pokes.

Planting hoe—A short-handled long-bladed narrow hoe used to dig holes in tree planting.

Play hell—To make a mess of things, as in breaking up the rigging by trying to bull out of a hang-up instead of fighting it out.

Plot cruise—To estimate timber by tallying logs on round plots laid out at intervals along a compass line.

Plug—a. To put air brakes on in emergency. b. To drill a shallow hole in a boulder to take a small charge of dynamite, the purpose being to shatter the rock.

Plug a boom—To jam a wooden plug into the hole in a boomstick to hold the toggle of the boom chain in place.

Plug for pitch—To plug, or tap, an old Douglas fir in order to get the valuable pitch. This was once a Sunday pastime of older loggers in some camps.

Plumb bob squirrel—A counterweight for a loading boom, running straight up and down a tree instead of slantways on a guy wire.

Plunder—The personal gear which a logger totes into camp.

Pocket—a. A small body of timber left uncut because of fire, broken ground, or other cause. b. An iron pocket on the side of a railroad car into which stakes are driven to hold logs or piling on the car. c. An area into which logs are stowed before making up a boom.

Pod—A derail to prevent cars from running out of a siding on to the main line.

Pole—A spar tree in the redwood country.

Pole camp—In the interior red cedar country, a camp which cuts poles only.

Pole chute—A lightweight variety of a fore-and-aft road. It could be on a steep pitch where logs would run by gravity, or on fairly flat ground where horses or cats provide the power.

Pole cutter—A man who falls, limbs, tops, and often peels poles ready for hauling to market.

Pole maker—Same as pole cutter.

Pole road—a. A V-shaped trough made of small logs used for hauling logs from the woods. b. A very crudely made trough of small poles intended to ease the skidding on poor ground. c. A railroad using small poles for rails, and horses or wheeled tractors for power. In this latter case the rolling stock all had cupped wheels. d. To haul logs by road donkey or otherwise, on a pole road or fore-and-aft road.

Pole road hauler—A log truck fitted with large cupped wheels hauling a trailer similarly fitted, to run on a pole road.

Pole road man—A kind of handyman along the road; kept the logs in repair, beat down spikes, etc.

Pole stand—Young timber, chiefly merchantable as small poles rather than as sawlogs.

Pole thicket—A dense stand of young trees almost too thick to walk through. Particularly applied to lodgepole clumps east of the Cascades.

Pole timber—Small trees not big enough for sawlogs but suitable for use as poles.

Polecat—a. A skunk or civet cat. b. A no-good man.

Poles—Small merchantable timbers, peeled or unpeeled.

Polygamy Central—The Sumpter Valley logging railroad, so named by raucous loggers because of its Salt Lake City owners.

Pond—A body of water into which logs are dumped for sorting, booming, re-loading, or sawing at the mill.

Pond boss—The man in charge of boom men sorting logs in a pond.

Pond lily—a. Same as lily pad. b. Particularly the flat piece cut off the end of a peeler block to bring it to exact size for placing in the chucks before peeling.

Pond buck—To cut long logs in various lengths as they float in the log pond.

Pond man—Sometimes used to mean boom man, building up rafts of logs to go from camp to mill. Also means the man who leads logs to the jack ladder in a mill pond, and in his case, also known as pond monkey.

Ponderosa pine—The name widely used for western yellow pine.

Pondosa pine—A name which has been used for both western white and western yellow pine.

Pontoon—A raft used in grappling for sinkers, water-soaked logs.

Pony express—A speeder carrying mail to camp.

Poontanger—A logger's tool, more often used in town than in the woods.

Poor steamer—Actually a leaky steam engine; applied to a lazy man.

Porcupine—A frayed mess of wires on the unravelled end of a wire rope.

Porcupine stew—Very poor grub.

Port Blakely snipe—A crude sniping job.

Port Gamble snipe—A method of sniping in which the cut was carried farther back on the log than in the usual bevel. It originated at Port Gamble, Washington, and a man skilled at this work was called a Port Gamble sniper.

Port Orford snipe—The Oregon version of the Port Gamble snipe, used in the region around Port Orford.

Portable pine logger—An early day high lead using an A-frame instead of a tree, and a line horse instead of a haulback.

Porter—A small locie used in logging operations, mostly saddle tank type.

Portland—An old time steam donkey built by the Portland Iron Works.

Pot—Usually said steam pot; any stationary steam engine, such as a loading donkey, a yarding donkey. Also applied at times to a locomotive.

Potato in the pocket—A rheumatism remedy; carried in the pocket until hard and dry, it was supposed to draw the rheumatiz out of the body into the potato. Any rheumatism cure got a big play out of loggers who worked in foul weather, and always had some need of remedy.

Pothole—A small pond.

Pothook—An S-shaped wire hung over a pole across a camp fire. Cooking pails hung from the bottom loop. The term is also applied to a river with reverse bends in its course.

Pothooks—Hands.

Potlatch tram—A method of hauling logs by tramway, developed by the Potlatch Lumber Company. It used two stationary main lines, one for loads and the other for the returning empties. The hooks which held the logs were attached to an endless cable.

Potlatcher—A generous man; from the Indian custom of Potlatch, or celebration at which they gave away their possessions.

Pouched out—A piece of a logger's face with a big gob of snoose behind it.

Pound knots—Same as to bump knots.

Pound sand down a rat hole—a. To do nothing. b. To work at some useless job.

Pound the screen—To beat a spark arrester with a bar so as to jar the carbon loose and let the engine draw better.

Pound the ties—To leave camp on foot.

Powder—Black powder used in blasting; also applied to sticks of dynamite.

Powder headache—A very severe headache frequently brought on by handling dynamite.

Powder house—a. A small storage shanty for explosives. b. A privy.

Powder man—A man in charge of blasting for the various jobs around a logging operation.

Powder monkey—A man using dynamite or black powder; either the boss or one of his helpers.

Powder packer—A powder man's helper, a handy man on blasting jobs.

Power—All the locies owned by a company.

Power haul—A name for the ground lead system of logging using steam engines instead of animals.

Power horse—A small rubber tired tractor particularly useful in yarding young timber.

Power saw—A motor-operated saw for falling and bucking. A gasoline chain saw was tried in the redwoods as early as 1905. Redwood choppers (fallers) themselves adapted the gas drag saw to falling about 1928. The electric chain saw was tried by Booth-Kelly in 1921. In many camps the men at first kicked on the use of power saws but they are so widely used today that many fallers do not know how to put a tree down by hand.

George Drake tells of a young faller who got a new power saw, felled so much timber with it the first day that he went to town and got drunk. He decided to go see his girl and tell her about the wonderful saw. Seeing his condition she warily barred the door, whereupon he went out to his car, got the saw, sawed the door down, and threatened to cut her legs off. When she ran out of the house he cut the legs off all the furniture.

Power saw gypo—A logger who owns his own saw and bushels the falling at different camps; may be a part-time faller, working on week ends.

Power saw jockey—A gas engine mechanic. Any tree will fall when it is sawed off at the bottom, so the woods are full of men with power saws who knock trees down any which way just to get them down. They are called fallers by the ignorant. A real faller is a skilled man whether he uses a crosscut or a power saw.

Preload—To circle several logs with binders so that the entire unit can be handled as one log, for example, in transferring a truck load to a railroad car.

Prelog—a. To remove small understory trees from a stand ahead of the main logging, to prevent breakage. b. To take out windfalls ahead of falling, also to prevent breakage, and to make yarding easier.

Presumascope—Another kind of guessometer used by logging engineers in making guesstimates.

Primer—a. A stick of dynamite fitted with a cap and fuse to set off a blast. b. A man who always starts trouble.

Private road—A logging road built by the operator for his own trucks, exempting him from gas tax, highway regulations and load restrictions.

Prize log—A log floating free of any boom, unbranded, and hence the prize of the first man to claim it.

Prize up—To lift with a lever of some kind.

Prod—A goad, used in ox team days.

Prohibition shoe—A well oiled shoe; it stays dry inside.

Prospector—A timber-looker, especially one sizing up timber for speculation.

Protection—All the preparations and actions taken to protect forest lands against fire, disease, and insects.

Protective association—A group of timber owners, loggers and others, forming an association to pool their fire fighting forces.

Prune picker—a. A part time logger, part time farm worker. b. A family man in a stag camp. c. A Willamette Valley logger.

Public domain—Publicly owned land. In the Northwest it was often raided by thieves, and much land was grabbed through fraud. The nation was robbed by sworn statements that the land was a swamp, and similar lies. Excursion trains were run from the mid-west cities bringing out hordes of vacationers, each of whom put down a 12 x 14 inch doll's house on a quarter section of public domain timber land, then swore he had put a 12 x 14 cabin on his claim. The quarter section was then sold for $1 to the real estate speculator who had thoughtfully furnished the cabin and the trip. Timberlands were later sold to lumber outfits at fabulous profits. One man who knew all about this was Stephen A. Douglas Puter, who wrote a book titled "Looters of the Public Domain" while in jail in Portland for looting the public domain.

Puget Sound pine—Douglas fir.

Puget Sound snipe—One type of nose hewed on the end of a log for easier skidding. See snipe and sniper.

Pulaski—At first this was a fire fighting tool, named after Ranger Pulaski, U. S. Forest Service, famed for his life saving work in the big 1910 fire in Idaho. The tool he developed has an ax on one side and a light grub hoe blade on the other. Now it is used for pulling out the blocks of wood made in forming the undercut with a power saw, when falling timber.

Pull—a. An old name for a turn of logs. See turn. b. To reef on a cable when logging. c. To undercut a tree in order to make it fall away from its natural lean. d. An old term meaning to yard with a donkey.

Pull back cable—An old name for a haulback; and in this case the drum on which it was wound was called the pull back drum.

Pull back line—A haulback on a skyline carriage. Also used as a brake on a gravity swing, lowering logs from a height to the landing.

Pull cable—A main line, in early yarding operations.

Pull freight—To get out of camp.

Pull out a lung—To pull the drawbar out of a railroad car, usually resulting in spilled logs all over the place.

Pull rigging—To work on the rigging crew. In some camps also means any work which has to do with cables or rigging.

Pull rod—A trip used on a railroad car with built-on stakes, to release the stakes from the opposite side to that where the logs will roll off.

Pull the briar—To use a crosscut saw.

Pull the pin—To quit; from railroad slang pulling the pin to cut off a car.

Puller—A good strong fast donkey.

Pulling boom—The boom through which skidding lines were run in early day skidding machines.

Pulling-in line—A name for the main line on a cable logging system.

Pulling second—Second rigger on a skidder.

Pulpwood—Generally means small timber cut in four foot lengths to be used by a pulp mill. Also refers to pulp species such as hemlock, white fir, spruce.

Pumie—Pumice soil, the light stuff which flies up in great clouds of dust on many logging roads in the pine country.

Pump can—A five gallon water can with a built-in pump used in putting out small spot fires.

Pump jack—A hydraulic jack used to roll logs.

Pump man—A pump tender looking after the water supply on a steam logging show.

Pump up—To fill steam engine boilers with water after the day's work is done.

Punch donkey—To work as a donkey engineer.

Punch the flues—To clean out the flues on a donkey or locie.

Puncheon—Poles laid crossways to make a road across a swampy piece of ground.

Puncher—a. The engineer on a donkey, a yarder, a loader, a swing donkey or a roader. b. An ox team driver, known also as bull puncher.

Pung—A logger's purse.

Punk—a. The man or boy who passes signals from the choker setters to the donkey puncher. b. A green kid, or any youngster in the woods. c. Rotten wood.

Punk whistle—To work as a whistle punk.

Pup—A loading line hook.

Purchase—To obtain leverage in prying or making a lift or using blocks.

Purchase block—A block used in rigging to obtain greater pull on a line. Especially used in the heel tackle tightening a skyline.

Purring rack—A bed.

Push—Any foreman or boss.

Push camp—To run a logging camp.

Push side—To be in charge of a logging side.

Pusher—A truck driver.

Pusher cat—A tractor used to push over snags in the pine country.

Put a patch on hell—To louse up a situation.

Put a roll on it—To sling rigging on a log in such a way as to make it roll when the main line is pulled, thus clearing some hang-up.

Put 'er in Canada—To place a log on the gin pole side when loading a car.

Put 'er in irons—To chain up a truck or carload of logs after loading is finished.

Put in lead—To set up a donkey so that it is directly in line with the main line in high lead yarding.

Put on another horse—To shift gears so as to get more power.

Put on the nosebag—To eat lunch, or other meal.

Put the calks to him—To get a man down in a fight and stomp on him with calked shoes.

Put the donkey to bed—The job of the night watchman, getting the steam donkey in shape to start up first thing in the morning.

Put the steel to it—To wedge a tree or log when sawing.

Put your gloves on and stand close to the line—Highball, full steam ahead and watch out for yourself.

q

Q—A Chinese logger; from the long queue worn by China boys when they first came to the Northwest. At one time there were many Chinese fallers and buckers in B. C. logging camps.

Quality cruise—A cruise which tallies the grade of logs as well as the total volume.

Quarter—The part of a setting being logged at any one time.

Quarter corner—The corner of a quarter section other than a section corner or the section center. A useful point to find when surveying timber land.

Quartering to the tree—Yarding slantwise across a hill to the landing.

Quebec choker—A peavy.

Queen—A hasher.

Queen's palace—A residence for women cookshack employees.

Quick-change—A two-speed yarder with a very rapid change from high to low and back again.

Quick eye—An opening pried apart in a line for temporary use.

Quick lick—A man who does things too hastily.

Quick like cow—A stumblebum who is always falling off logs.

Quick like squirrel—Snappy footwork on logs, particularly on the river.

Quick-moving skidder—A ready-rigged steel spar skidder mounted on a railroad car.

Quick on the throttle—A hot tempered man always ready to jump into trouble.

Quick return—A haulback, particularly one in use on a highball show.

Quick-slip—A shoe without calks.

Quick step—A dose of dysentery.

Quick water—White water, rapids in a river.

Quick water country—A region where, after a heavy rain, streams rise very quickly due to steep slope and short watershed.

R

Rackheap—a. A piled-up drift or heap of logs and trees in a river. b. Sometimes applied to a heap of logs piled up ready to be splashed down a river.

Rack car—A railroad car specially equipped with stakes or racks to handle pulpwood.

Racking line—A line attached to the trolley on a tight line loading system.

Raft—a. A float made of logs or timbers. b. Logs gathered together for transportation. c. To transport logs by raft; or to make a raft.

Raft stick—A very long slender log to be made into a boom stick.

Rafting dog—A heavy one-eyed spike driven into outside logs to secure wire ropes or chains when making up a raft.

Rafting grounds—Where logs are dumped into the water, to be made up into rafts for towing to the mills.

Rafting pocket—A lane leading out of the sorting pocket at a log dump. Logs of the same kind are poled into the rafting pocket to be made up into rafts for towing.

Raftsman—A raft builder.

Rail—The bar around which the chain runs on a power saw.

Railroad—See logging railroad.

Railroad camp—One in which all the buildings are made to fit on railroad cars. They can be loaded by crane and hence are easily moved from place to place. The logging town of Shevlin in eastern Oregon moved several times, once or twice going clean out of the county.

Raise a tree—To set up a spar tree, instead of using a standing tree when the latter is not available at the best spot for a landing. Some camps on Vancouver Island carry spar trees around over the operation and use them at a number of landings over a period of several years. The spar tree is raised without rigging a dummy tree, by using a log for leverage. As much of the rigging as possible is done while the tree is lying on the ground.

Raise tree—Same as dummy tree.

Raised on the river—Said of a man good at handling logs.

Rakers—On a crosscut saw, chisel pointed teeth alternating with the side sharpened teeth and slightly longer than the latter. Rakers break the shaving loose and curl it up into the gullet where it will be carried out of the cut, thus preventing binding.

Ram pasture—a. A bunkhouse. b. A large hotel or boarding house room full of snoring loggers.

Rampike—A tall dead tree.

Ramrod—A foreman.

Ramrod the job—To ram a piece of work through to a finish.

Ranch hand—A sarcastic term for the chore boy who carried kitchen garbage to the pig pen in old time camps.

Rapid unloader—A log dumper built with four horizontal booms like spokes in a wheel, revolving around a central pole. The booms were spaced so as to poke the logs off standard railroad cars as they were pushed past the unloader.

R'ar of snoose—A gob of snoose, as much as sticks to a crooked forefinger dug into a snoose can; this is usually tucked under the end of the tongue where it pouches out the lower lip, once a well-known trademark of the real logger.

R'ar on 'er—When yarding with a donkey, to throw slack on the main line and then jerk it to free a hang-up.

Rat's nest—a. A bushy branch growth caused by mistletoe. b. A dirty camp or cabin.

Rattlers—Disconnected railroad logging trucks.

Rawhide—a. A loop of wire to lash up a break in a rigging. b. To "ride" men, trying to force more work out of them.

Rawhider—a. A man who drives himself and his men to get the job done. b. An unfair boss.

Razor front dog hook—A sharp-nosed heavy hook used in dogging logs.

Re-yard—To swing logs from a yarder tree to the landing.

Reach—a. A wood or metal beam connecting a logging truck and its trailer. b. The distance spanned by a skyline.

Rear—a. The tail end of a drive. b. To roll stranded logs into the river behind a drive. The progress of the drive was measured by the advance of the rear, because the drive was not done till all the logs possible were brought in. In figuring how long it would take to drive a certain distance, river men would say they could "rear it" so many miles a day.

Rear boat—A heavy river boat used in rearing a drive. Where there were no roads the camp gear followed down behind the crew in a rear boat.

Rear foreman—The head man of the clean-up crew at the back end of the drive.

Reburn—Another fire over an area already burned; the major cause of non-forested areas in the Northwest.

Receding line—The line which takes the carriage back to the woods on a skidder or other skyline show.

Receiver—An old name for a compressed air tank mounted on a donkey. It was used to provide air for operating an air-powered drag saw, cutting donkey fuel.

Red card—A membership card in the I. W. W.

Red fir—Douglas fir timber halfway between young growth and old growth, or yellow fir. There is no distinct point in terms of years dividing these groups; it depends on the character of the timber.

Red ink log—A cull log; one which will not pay its way.

Red lead—Tomato catsup.

Red one—A measurement between a pink one and a black one in forest surveys.

Red River car—A connected truck logging car 36 feet long, built especially to haul 32 foot pine logs.

Red top—A tree infested with beetles, or a tree whose top has been girdled by porcupines. In both cases the dying crown turns reddish-brown.

Redfield—An early air-operated drag saw.

Redwood region—Northwestern California. A small quantity of redwood is found in southern Oregon but is unimportant there.

Redwood special—A chain saw with two tie straps between the cutting teeth instead of one, as used with other species. The extra space gives more chip-carrying capacity when making cuts in big logs.

Reef—a. To pull hard, with the donkey throttle wide open. b. To tug at anything, as to take a reef in a belt.

Reef his main line—To pull a man up short.

Reefing line—a. The tag line or extension to the skyline on a skidder. b. In some B. C. camps the name is given to the line which runs through the fall block and is spliced to the main line of a North Bend system.

Reel—a. A drum on a donkey or cat. b. A wooden spool on which wire rope is delivered to a logging operation. c. A small spool on which the whistle punk winds the signal wire.

Reel engine—A compound geared engine used for changing lines, to tighten the skyline on a skidder, and to store extra lengths of line.

Reeve—To thread a line through a block or a trolley.

Rehaul—a. Another name for a haulback. b. To road logs (an early term for roading).

Rehaul engine—A donkey used to pull the main line back to the woods in the period between the use of the line horse and the development of the two-drum yarding engine. Some rehaul engines also had a loading drum.

Relay—a. The middle donkey on a three-donkey show. b. In fire fighting, a set-up where water is pumped up a hill into a tank and then is relayed, (re-pumped) to the top of the hill, where the pumps and the hose could not stand up to one lift. c. To use a middle spar tree on a skidder to get over a ridge.

Relay rail—Second hand rail, generally used on logging railroads.

Relay skidding—Yarding from a tail tree to an intermediate tree, decking logs at this point, and then swinging to the landing.

Released slash—A completed logging area on which slash has been sufficiently burned or sufficiently decayed to release the logger from responsibility should a fire start in it, other than from his own actions.

Reload—A yard where logs are transferred from one type of carrier to another: from truck to railroad, from woods truck to highway truck.

Reload pond—A pond used for storing logs between woods and mill; for sorting and shipping, and sometimes in place of a cold deck.

Relog—To salvage small timber and broken pieces left behind after a highball logging show.

Reprod—Reproduction, young trees growing on an area following fire or logging.

Rerailer—Same as car replacer.

Return line—A haulback; from this use, the return line drum meant the haulback drum on a donkey, and the return line head block was the haulback block at the spar tree.

Reversing engine—A steam donkey used in loading logs. The tong line was live, could be raised or lowered by the engine, did not depend on gravity.

Rib log—a. A log in the middle course of a load, below the peaker and on top of the bunk logs. b. A sheer log used to change the direction of a turn. Usually it was in the shape of a bow or rib.

Rick up—To pile wood. In actual measurement three ricks equal one cord but the term rick up is also used to mean pile up wood in any quantity or shape; as in setting up a stack to be loaded out for donkey fuel.

Ride—a. A flat surface hewed on a log so it would ride better, not roll, when being skidded by bulls. b. When the end of a floating log climbs up and skids along on the top board of a flume it is said to ride.

Ride and tie—A system whereby two men and one horse could cover a lot of ground. One man rode ahead, tied the horse, and walked on. The second man reached the horse, got on, rode past the first man to an agreed point, where he tied the horse and walked on himself. The term has been forgotten since horses ceased to be a means of getting to and from camp. The community of Noti in western Oregon is said to have been named in this way: An Indian and a white man were coming in from the coast to the Willamette Valley by ride and tie. Finally the white man got tired and rode straight on. The Indian came up to the spot where it was agreed that he would find the horse tied up, but no horse. After looking ahead at the tracks, he said "damn white man no tie."

Ride side—The side of a log which turns under when it is being pulled on the ground; hence the side which the sniper chose to bevel when preparing logs for the skidroad.

Ride the hook—To grab a ride from a log car or truck being loaded, back to the log pile by placing one foot in the tongs and holding on to the loading line.

Ride the saw—a. To bear down or shove a crosscut saw when cutting. b. To pull to one side to make a crooked cut. c. Said of a greenhorn who cannot do his share of the work, and is accused of climbing on the saw to ride.

Ride the smoky end—To hire out as a brakeman and ride the engine (brakemen with seniority ride the caboose).

Rider—A boom stick with an extra hole bored about 12 feet from the usual hole at the end of the stick. At the front of the boom the head stick is hooked on to this second hole; at the back of the boom the tail stick is hooked on.

Rift crack—A wide crack across the center of a log.

Rig—a. Any tool or machine or method without a regular name. A donkey or other machine, such as loading rig. b. To rig up or hang the rigging in a yarder tree or a loading tree. c. To get a machine in working order.

Rig down—To take the rigging out of a spar tree after yarding or loading has been completed.

Rig tender—A rigger.

Rig up—To put rigging in place on a spar tree or a skidder.

Rig-up block—A small block with a wide throat and often a wide sheave to pass splices and fittings needed in rigging.

Rig-up crew—A crew which rigs spar trees ahead of the logging.

Rig-up donkey—Generally an old or small machine, light and easily moved, used to rig trees.

Rig-up goat—A small donkey mounted on a truck used to rig up trees.

Rig-up man—A rigger.

Rigged up—a. A logger all set for town. b. A tree completely guyed, hung with blocks and line, all ready to start logging.

Rigger—The head man on a skidder show. See head rigger, high rigger, second rigger, second second rigger, third rigger, rigging slinger.

Rigger's drum—A small drum on a donkey or skidder which handles the straw line or other light line used in rigging up, changing lines, or other odd jobs.

Rigger's pass line—A light line used by riggers in rigging up.

Rigging—a. Lines, blocks, hooks, chokers, etc., all the gear used in cable systems of logging. The varieties and combinations are endless, and only a few of the best known have been included here. b. Working on rigging jobs.

Rigging cap—A steel cover to go on the top of a spar tree; it had lugs for attaching guy lines and high lead blocks. Not widely used.

Rigging chain—A small length of chain used as a strap to anchor the blocks on a head or tail tree in early day logging.

Rigging crew—The crew which handles the rigging in a yarding operation; the chokermen, not the rig-up crew.

Rigging cut—An extra cut made by a bucker to get the long end of a tree out of the way so it won't interfere with the yarding.

Rigging hustler—A rigging repairman; makes splices, puts in eyes, maintains rope and blocks.

Rigging man—A logger working on the rigging crew (not a rigger).

Rigging plate—A heavy diamond-shaped steel plate to which main line, haulback, and butt rigging were attached in some high lead systems.

Rigging puller—Another name for a rigging slinger.

Rigging rustler—Same as rigging slinger.

Rigging-shy—A logger who is scared to work on the rigging, prefers falling or bucking.

Rigging sled—In the days of animal logging a flat sled or hollow log was used to haul dogs and other gear back to the woods; similar to a pig.

Rigging slinger—The head man working on the rigging crew; he spots the rigging where he wants to get the next turn, directs the choker setters, is next in line to the hooker. To make it confusing, the term is also applied to any man working on the rigging, under the rigging slinger.

Right on the pin—A balanced load of logs.

Rim—a. The rim rock on the edge of a canyon or other break in the ground. b. A curled-up chunk of tanbark, generally 4 feet long.

Ring—In the early days of ground lead yarding a large ring was slipped over the main line and chokers were attached to it. A clevis of some kind was clapped on the main line to pull the ring along as the line was reefed in by the donkey. At the landing the clevis was taken off the woods side of the ring and put back on the donkey side so the ring could be pulled out to the woods again.

Ring dog—A dog with a large ring through the eye, used in rafting. A cable passed through the ring had a certain amount of give as the raft rose and fell, prevented the dog from pulling out.

Ring rot—Circular rot in a log.

Rip track—a. Tracks where railroad rolling stock is repaired. b. A man in the hospital was said to be in the rip track.

Rise—A river reaching the crest of a freshet. An old term was "a-logging on the rise," meaning to get logs into the water in time to catch the freshet.

Riser log—A floating log used to help raise a sinker. The sunken log is dogged or caught in a bridle attached to the rise log so it can be brought to shore.

Rive—To split timber lengthwise. In World War I Sitka spruce logs were rived in the woods to check straightness of grain for airplane stock. The split chunks were loaded out like logs. An army camp was set up in western Oregon to get out the spruce, and soldiers were detailed to the work.

River (the)—The Columbia River, an important market place for logs, as shown by the mills, log dumps, reloads, booming grounds, and tug boat berths on the big river and its tributaries.

River boss—a. Back east, the man in charge of river drives; and used in the same sense in the Northwest in early days. b. In the western woods, it meant the man in charge of river works in splash dam operations.

River dog—A special dog with two right angles attached by a link to the chain on the doubletree. When a log was pulled into water deep enough to float it, the up end of the dog was pounded, and it pried the down end out of the log, freeing the stick.

River drive—To move logs by the high water in a river, not in a raft.

River hog—A logger working on the drive.

River pig—Same as river hog.

River rat—A logger working on booms or river drives.

River scale—The tally of logs scaled at a dump on the bank, or in the boom at the river; used as the basis for paying the logger.

Road—a. A skidroad in skidder or high lead yarding; the road along which logs are hauled to the landing with one setting of the rigging. b. Short for skidroad. c. In ground lead days, either the pole road or dirt road along which logs were roaded from the yarder to the landing. d. To haul logs down a fore-and-aft road by donkey on an old time logging show; now generally used to mean skidding logs from a yarder tree to the landing by cat.

Road donkey—A machine which is being rapidly forgotten since truck roads have cut out long yarding shows. In the old days a road don-

key was one with large drum capacity (up to 10,000 feet of 5/8-inch haulback). It was used to haul logs from the yarding donkey by fore-and-aft or dirt road, to within reach of the swing donkey which carried the logs on to the landing.

Road engine—a. A road donkey. b. A main line engine on a logging railroad, as opposed to geared locies generally used in switching out the landings.

Road engine line—The main line used in roading logs.

Road hook—A hook used in hauling logs down a pole road. It was stuck in the rear of the last log in the turn, which then shoved the others ahead of it. The hook had a guard which dropped down over the point, thus preventing hang-ups when it was being hauled back to the woods.

Road locomotive—a. Same as road engine. b. A steam traction engine used to pull log carts in early days in the pine country.

Road making engine—A donkey used to pull a scraper in grading up a railroad line, before the days of bulldozers.

Road monkey—A laborer employed in road maintenance, filling holes, cleaning out ditches, etc.

Road roller—A roller to support cable in roading operations, to prevent the line from rubbing on the ground. Ends of the roller were larger in diameter than the center, thus leading the cable to run in the center of the roller.

Road spool—A short heavy sheave like a squatty capstan, mounted on a stout base. The whole thing might weigh 300 pounds. The sheave was deeply V-grooved to guide the big cable used in roading. Holes in the base allowed the spool to be bolted or spiked down.

Road stake—Enough money to take a man down the road from one camp to others, looking for a new job.

Roader—Same as road donkey.

Roading rigs—Various kinds of blocks, spools, rollers, rubs, etc., used to guide cable in roading operations.

Roadside burning—To pile and burn slash for 100 feet or more on both sides of a logging road in the pine country, to make fire breaks.

Rob—a. To get logs which belong to another side. b. To repair a machine by taking parts off another.

Rob the road—To take logs from one logging road that should be yarded from another.

Rob the show—To take easy logs from a donkey show with a cat.

Robertson log yarder—A patented overhead cableway logging method using a standing line, the general rig-up resembling the modern North Bend system. It was used particularly to get tree length logs for building log rafts. A raised tree was used, not a standing tree. The first Robertson system was much like the present high lead, and in the early 1900's he tried to collect damages from every Northwest logger who used a high lead. The entire industry got together to fight the case, and won.

Robertson raft—An early cigar-shaped ocean-going raft built in a floating cradle. A number were sent from Coos Bay, the Columbia River and West Seattle to California. The raft was patterned after an earlier raft built at Joggins, Nova Scotia, in 1886. The Joggins

raft was built on shore and was difficult to launch. It was lost at sea, part of it turning up in Norway.

Robinson hydraulic wheels—The link between the bare big wheels and the arch; big wheels with a hydraulic jack to lift the load.

Robisarry—A camp commissary.

Rock a road—Putting rock on a dirt road to make an all-weather road.

Rock blade—A toothed bulldozer blade for combing out rocks and roots; used also for land clearing.

Rock crusher—a. Any machine which makes a lot of noise such as a Shay locie. b. A coffee grinder, in the days when camps ground their own. Loggers used to complain that the cook added bark to the grind to make it go farther.

Rock powder—Blasting powder used in rock work; stouter than the stumping powder used to knock stumps out of the right-of-way.

Rock road—A gravel road.

Rock work—a. Cutting through rock in making a road. b. Preparing rock at the crusher for ballasting a road.

Rocking chair money—Unemployment compensation.

Rod engine—A standard steam engine, direct connected by piston rods from the cylinders to the driving wheels; used on main line logging roads, as opposed to geared engines used on spurs.

Roll—a. A cable hold on a log causing it to turn in a desired direction when the line is pulled. b. To deck logs up on a rollway.

Roll landing—a. A landing built to handle long logs; had big brow logs down both sides of the track level with the car bunks. b. Sometimes used to mean a landing where logs were still rolled on cars, at the time when overhead loading first came into use.

Roll splice—An eye splice or a long splice rolled in a line with a marlin spike.

Roll out—a. Time to get out of bed and go to work. b. To lose a log out of a chute.

Roll out hook—A heavy toothed hook mounted on the front of a bulldozer frame. Invented by W. K. Dyche and used by him on the Algoma operation to roll over pine logs so the knot bumper could get at the limbs on the underside. Other varieties based on his hook are now in use in the pine country.

Roll out or roll up—Get to work or roll up your stuff and get out of camp.

Roll your blanket—You're fired.

Rolled eye—A rough eye formed in wire rope by splitting it and rolling the two halves of the line back on each other to make the eye.

Roller—A roller placed at bends in the skidroad to reduce friction on the main line in ground lead logging.

Rolling bind—A choker fastened on a log so as to make it roll over; used to get free of a hang-up.

Rolling crew—The peavey men on a log drive.

Rolling hitch—Same as rolling bind.

Rolling place—A place to sleep, to spread out a bed roll.

Rolling stock—Doughnuts.

Rolling team—A team of horses used to make up loads for big wheel hauling.

Rollway—a. A landing where logs are piled up waiting loading or river driving. b. In some places a log dump is called a rollway.

Rollway man—In horse skidding days he pulled dogs at the landing, scaled the log, and rolled it off the dump. In some places he was called a canthook man.

Rooster—An iron rail holding disconnected trucks together, serving as a dummy coupler.

Root wad—The humped up mess of roots and dirt at the end of a blowdown tree.

Rooter—A log that digs in as it is being yarded.

Rope plate—An iron plate with a big hole in the middle, bolted to a donkey sled so a rope could be reeved through when moving the donkey. The rope plate became a bridle plate or chain plate as hemp ropes gave way to wire rope and chains.

Rope print—The tracks made by a wire rope cutting into a worn sheave or drum.

Rope work—Anything connected with the moving of logs by wire rope.

Rosser—A man or a rig for taking bark off logs.

Rough—Low quality, as a rough tree, one which is full of branches.

Rough ground—Country which is tough to log, requires a skidder or a donkey show.

Rough lock—a. A brake such as a rope passed around a log to prevent it from running ahead into the animals in ox team days. b. A rope wound on a wagon wheel to lock it so it skids, acting as a brake. c. Cheese.

Round—A turn of wire rope on a drum.

Round 40—A timber grab. See rubber 40.

Round stuff—Logs.

Round timber—Poles and piling.

Roustabout—a. A handyman around camp. b. A drifter.

Route—The length of time a logger stays in one camp.

Royalty—A flat fee paid in addition to stumpage by the man who logs publicly owned timber in B. C.

Rub—A metal bracket used to guide cables in roading.

Rub tree—A tree used as a sheer to direct the line around an angle in high lead logging.

Rubber 40—A timber grab in the early days when timber was plentiful and accurate surveys were scarce. A crooked buyer would purchase 40 acres of land, and then stretch it, logging as far as he could in all directions until caught, or until he ran out of timber.

Rubber man—Any kind of a rig used by old time fallers working alone, to haul the saw back. An inner tube or a bent sapling sometimes will do.

Run—a. A complete trip from woods to log dump. b. The distance traveled by a fire at one time. c. A string of logs. d. A skidroad, especially on a skidder show. e. Line running downhill off a drum. f. To make a try on a job.

Run a sandy—To play a trick on a man.

Run camp—To be in charge of a logging camp.

Run cutter—A logger who swamps out roads on a skidder show.

Run like scairt deer—Very fast getaway.

Run line—To survey a boundary, road location, section line, cruise strip, etc.

Run train—To be a conductor; or to be head brakeman on a logging outfit which has no conductor.

Run your face—To ask for credit at a company store.

Runner—a. Donkey puncher. b. Locie engineer. c. An employment agent for a camp, busy recruiting loggers.

Running—Logs coasting ahead of the butt rigging on a downhill haul. In the old days with open hooks, the chokers would often slip off the butt rigging when going downhill. This lead to the invention of many kinds of latch hooks and probably helped the trend toward uphill yarding with high lead.

Running guy—A line attached to the end of a loading boom on a jammer, used to swing the boom back and forth.

Running hook—A choker hook made to run easily on the choker wire.

Running line—A moving cable in logging operations.

Running logs—Logs going downstream on a drive.

Runout—The amount of slack in a cable, permitting it to be carried a short distance to one side of the line of travel.

Runs by accident and Alaska junk—A miserable show using second-hand equipment and operating catch-as-catch-can.

Russel car—A short car used at one time on logging railroads in the pine country.

Russel truck—A disconnected railroad truck.

Russell engine—A steam traction engine, once used to haul log carts or wagons from the woods to the mill pond or landing, particularly in northern California.

Russian coupling—A log which the bucker did not cut completely off from the next one.

S

S & W—An old-time donkey engine made by the Smith & Watson Iron Works in Portland.

S.I.—Scenery inspector or sivil ingineer; a surveyor.

S.O.S.—Creamed beef.

Sack—a. To draw a circle of boomsticks together to close up a bag boom ready for towing. b. To chase stray logs behind the drive.

Sack the banks—To hunt for hung-up logs along the river banks following a drive.

Sack the river—To add to the rear of the drive any logs hung up along the shoals.

Sack the slide—To replace logs which have jumped out of a chute or slide.

Sacker—The tail end man on a river drive.

Saddle—a. A gap or pass between two higher points. b. A scooped-out place in the middle of skids laid across the skidroad. It kept the logs from rolling off the skid. In some incline systems where logs were roaded downhill between the rails, the ties were also saddled. c. To seat logs properly on or between other logs when loading, so as to prevent rolling off the truck or car.

Saddle a skid—To chop a saddle in a skid or timber.

Saddle blanket—A flapjack, particularly a tough one.

Saddle block—A two-sheave, Y-shaped block acting as a tree jack on a skidder show.

Saddle tank—A small locomotive with its water tank mounted over the boiler to increase weight on the driving wheels, and hence to increase the pulling power.

Safe burn—At one time it was believed that one good burn would fireproof an area for a long time to come. Not so; it helps but it does not fireproof.

Safe side—In unloading cars or trucks, the side away from the dump.

Safety guy—A guy line rigged under the high lead and loading blocks, to carry them down to the ground if their holding straps should break.

Safety strap—A strap fastened to the bull block and around a guy for safety purposes. See safety guy.

Sag—a. Slack in a cable, particularly in a skyline. b. A low spot in the ground, or in a track. c. A saddle or pass in the mountains.

Saginaw stag—Pants stagged (cut off) very high, above the tops of high boots.

Sail guy—A guy from the nose of the loading boom, often runs through a tree jack and out to a stump. Also called sailing guy.

Sailer—A flying piece of wood, top, limb, or a chunk of any kind sprung loose by a falling tree. See widow maker.

Saldern's logging college—A method of cutting logging costs. Louie Saldern, old-time logger on the Lower Columbia, ran his camp as a "school," presumably teaching young men how to log while they got out his logs. During the time they were taking the "course" they got board and a little spending money. When they wised up to the fact that other men were being paid good wages to do the same thing, Louie hastily "graduated" the class, and started over again with a fresh batch of greenhorns.

Sale—A timber sale; usually means public stumpage sold to a logging operator.

Salisbury hook—An end hook for log loading.

Saltchuck—The ocean.

Salvage logging—A clean-up operation generally with a small crew and light equipment, bringing in merchantable stuff too small to be handled economically with big equipment. Another type of salvage logging is that carried on in a yellow fir forest after a fire, such as the Tillamook Burn, where standard logging methods are used because of the size of the timber.

Sampson—a. A pry against the skidding line in order to change direction of pull so as to get logs free of a rock, stump, or other hang-up in bull team days. Also used to get around a sharp corner. b. A method of setting chokers on a log to get it to roll out of a hang-up. c. A prop placed so as to give a lifting effect. d. A prop placed under a log while bucking. e. In horse skidding, extra leverage sometimes applied to help get the load started. f. A pry to help shove over a tree which is difficult to fall. g. Blocking rig-up to get a greater purchase.

Sampson a tree—To shove a tree toward the desired line of fall with a lever.

Sand—Sugar, particularly the somewhat brownish kind of crystal sugar once used in camps.

Sand the flues—To throw sand into the firebox of a steam engine when it is pulling hard in order to scour out the flues.

Sanitary inspector—A high term for a not-so-high job, swamping out the latrine.

Sap—The sapwood or living outer rings of wood in a tree.

Sap fir—Wet heavy timber such as white fir.

Sap is down—A tree in winter condition, not growing actively. The bark is tight and it is hard to peel.

Sap is up—A tree in spring or early summer, growing rapidly. The bark is loose and easy to peel, so most pole peeling is done at this time.

Sap stained—Logs left in the woods or cold deck for some time before being milled. The sapwood will change color, resulting in a degrade, particularly in pine.

Sapling—Any small unmerchantable tree.

Sapling chopper—A man who cuts saplings ahead of the yarding crew as a safety measure.

Saucer hook—A type of end hook used to load logs.

Saving himself work—Said of a logger who marries a widow woman with a large batch of kids.

Savvy—Know-how; the difference between the old timer and the greenhorn.

Saw—a. A hand crosscut saw, falling or bucking; or a power saw. b. To pull the main line back and forth in high lead logging, trying to free a hang-up. c. To rub one line against another, or over a log. d. To work one train past another in the opposing direction when the siding is too small to hold all of either train; much shunting required.

Saw bar—The flat steel frame around which the chain runs on a power saw.

Saw box—A long narrow box in which crosscut saws are carried to the woods in the crummy.

Saw crew—Fallers—in the pine country.

Saw filer—Same as filer; also sometimes called saw fitter.

Saw oil—Kerosene, or a mixture of light oils sprinkled on a saw to cut the pitch when sawing resinous timber.

Saw timber—Trees big enough to be sawn into lumber, as opposed to pole timber; also spelled sawtimber.

Sawed by a cross-eyed man—A butt log with a very uneven stump end due to one high and one low cut.

Sawing foreman—A bullbuck.

Sawlog—A log suitable for use in a sawmill; not a pole or a peeler log, though some peelers are sawed.

Sawmill log—A sawlog.

Saws—Fallers—in the pine country.

Sawyer—A faller—in the pine country. To make it more confusing a bucker is also called a sawyer in some places.

Scale—a. The number of board feet in a log—always a source of argument. In the bull team days along the Columbia River there was a curious custom of not allowing any scale for a log above 60 inches in diameter. Any log bigger than this was scaled as 60 inches and the logger got nothing for his extra work. b. Any rig for weighing log trucks. c. To tally board feet measure in logs.

Scale bill—The amount of board feet in a load, in a day's work, etc.

Scaler—The man who measures the scale of logs. His figures determine how much is paid for making the logs and he's always accused of beating the bushelers. On the scaler's reports depend the payments for logs delivered to the dump.

Scalper—A scaler.

Scandinavian dynamite—Snoose, chewing tobacco.

Scarf—a. An undercut. b. To cut a deep groove around the end of a large log to hold the butt chain, prevent it slipping off, in the days before big steam power in the woods.

School bell has rung—September; the time when forestry students go back to college, leaving fire crews short-handed.

Schoolmarm—A log or tree with two main branches in place of a single stem.

School's out—There's hell to pay.

Scissor bill—A non-union man.

Scoop—a. The bucket of a power shovel. b. A horse-drawn slip for moving dirt in the days before bulldozers.

Scoop scraper—A dirt moving scraper, very heavily built, to be used with a donkey engine.

Score—To hack a timber with an ax before hewing it.

Scoring ax—An ax used to score timbers before squaring them off with a broadax.

Scorper—A dried toasted bun.

Scratch—To take a car out of a train and put it on a siding, as when a load of logs shifts too much to be carried any further.

Scratch a tell—To tell a man how to get somewhere by scratching a map in the dirt with a stick.

Scratch grading—Making a road without moving much dirt, hardly more than scratching up the surface of the ground.

Scratcher—a. A tool for cutting marks in trees; used in scribing trees to witness corner posts in surveying. b. A timber cruiser or forest engineer marking up a tree for reference.

Scratching calico—Said of a girl who is pulling on clothes in a big hurry.

Screw the pops down—To screw down the pop valves on a steam engine so it will carry a higher head of steam than it is supposed to.

Screw jack—Used in the days before power loaders to jack very large logs onto railroad cars.

Scribner—A log rule published by J. M. Scribner at Rochester, New York, in 1846. Slightly changed and known as the Scribner decimal C it is widely used today by the U. S. Forest Service and Northwest log scaling bureaus.

Scrub—a. Rough unmerchantable stuff growing on the edge of the desert or at timberline. b. In the opinion of a logger working in the big timber, any kind of timber growing anywhere else could only be scrub.

Seale rope—A wire rope with a large center wire in each strand, surrounded by smaller wires, with an outside layer of larger wires.

Seam squirrel—A body louse. Could be removed by "reading your shirt"; those too tough to squash were dropped on a piece of hot tin with a candle underneath it. Another and easier system was to leave the shirt on an ant hill for a few days.

Seattle—An old time steam pot put out by the Seattle Iron Works.

Seattle bunk—A bunk on a railroad car; had patent locking cheese blocks.

Seattle car—A railroad log car, the pair of trucks connected by one stout center sill. Some of the cars were equipped with modified turtleback bunks. This type of car is still in use but is now known as a skeleton.

Second chain tender—An early name for a second rigger.

Second faller—The number two man in a falling crew.

Second growth—a. Young timber. b. In Douglas fir stands, applied to all stages of growth between saplings and red fir.

Second hook—A latched hook used with the head hook to carry additional chokers on a skidder show.

Second hooker—The second in charge of the choker crew on a skidder; or the lead man on a second crew of choker setters. Also called second hooktender.

Second loader—Assistant to the head loader at a landing. Called tong shaker in some camps.

Second rigger—a. An assistant in rigging trees; especially he rigs tail trees on a skidder show. b. A man who fights hang-ups in yarding with high lead.

Second rigging rustler—Same as second rigger.

Second second rigger—On big skidder shows, the second rigger's chief helper (not third rigger).

Second train loader—Top loader's helper in the days of railroad logging.

Section—a. 640 acres. b. One unit of a flat log raft, usually 66 x 66 feet or 70 x 70 feet (tugs are rated by insurance companies on the number of sections they can tow).

Section plate—A heavy rigging plate, square or triangular, with rings on each side. Extra sections could be added to the main line through the section plate, allowing more chokers to be carried.

Section 37—The usual township contains 36 sections, and 37 is not supposed to exist; however there is a legally described section 37 sticking out into Klamath Lake near Algoma, Oregon. Section 37 is a term used to describe something queer, something unusual.

Sections—Short pieces of line eyed together.

Sector—A piece of a fire line directly under the charge of a foreman, known as the sector boss.

See the dentist—A time-worn excuse for going to town on payday, for every other purpose but seeing the dentist.

Seed tree law—A logger's term for state forest conservation laws.

Segment ground—A crosscut saw tapered in thickness from the teeth to the back. Thus it makes a cut wider than the saw back, and prevents binding.

Seize—To tie down or bind the strands of wire rope before cutting it.

Seizing iron—A tool carrying a reel of wire on an iron handle, used in wrapping loose ends of wire rope.

Selective logging—Originally this was meant to apply to a cutting which selected individual mature trees, leaving the rest to grow. Now it means any old kind of cutting which stops short of a clear cut for any reason.

Self-loader—A logging truck equipped with a small boom and a power take-off winch, which enables it to yard logs over short distances and load them. If the truck owner also has a power saw he becomes a one-man logging show.

Self-oiling—A logging block with a built-in reservoir which feeds oil slowly to the bearings. Most useful on blocks hard to reach as those on the top of a spar tree.

Semi-siwash—a. A camp between a gypo and a big camp. b. Partly haywire.

Send-up man—a. A logger working down in a hole or canyon setting

chokers on logs sent up from a cold deck. b. A loading crew man who guided logs up the skids when loading from the ground on to flat cars.

Sessom's system—An incline operation in which the line from the hoisting engine passed through a tremendous block on a specially built block car, then to an anchor on the side of the track away from the lowering engine. Loaded cars were coupled to the block car which was then lowered downhill in the bight of the line. A purchase was thus obtained which reduced the size of the cable needed to handle the cars.

Set—a. A pair of fallers or buckers. b. In a saw, the degree to which the teeth are flared out so that the cutting edge of the saw will make a wider channel than the back of the saw, thus preventing a bind.

Set a samp—To rig up a sampson of any kind to get greater leverage.

Set beads—To set chokers on a logging show.

Set chokers—To work as a choker setter.

Set 'em up—To turn up the retaining valve handles on a train air brake system before going down a long hill with a heavy load of logs. This keeps partial braking on the wheels so the engineer can build up more pressure in the brake cylinders.

Set knobs—To work as a choker setter.

Set of sticks—The boomsticks needed to build a raft of logs.

Set up—The seating arrangement in a logging camp cook shack; a very important thing in camp life. No such thing as a new man going into the cook shack and sitting where he pleased; he'd go out of there on his ear in a hurry. Old timers had their preferred seat, and no one sat there when the seat was vacant for a day or so.

Setting—The area logged to one spar tree, or yarded into one landing by cats.

Setting line—An old name for a moving or transfer line on a skidder.

Setting on his hands—A man too lazy to work.

Shack—A brakeman; head end shack is the brakeman on the engine; tail end shack is the brakeman on the last log car, or on the caboose if one is carried on the train.

Shack up—a. To hole up, quit work, take it easy until times get better. b. To leave the woods and lay up in town for the winter.

Shacker—To loggers, the same as a nester to cattlemen; a small farmer moving in on the woods.

Shackle—A clevis, or heavy iron loop used in logging. Usually it is passed through an eye spliced in a wire rope, anchoring the rope to a swivel, block, or hold of some kind. The shackle may be closed by a drive pin, or a screw pin.

Shackle yarding block—A heavy yarding block with a yoke fastened by pins so that it could be opened to lay in a line.

Shagpoke-gut—A tremendous eater; from shagpoke, a bird which doesn't care what it eats, just so it eats all the time.

Shake—a. A crack in a tree following the growth rings. b. A large, long, thick shingle split from redwood, cedar, and other West Coast woods. Used to roof early cabins.

Shake bolt—A block of wood from which shakes are split.

Shake hands—To put the knob of one choker in the bell of another making a big loop, as around a pile of trash at the landing (the junk would then be pulled out of the way with the haulback).

Shake tongs—To work as a loader.

Shake tongue—To move a loaded log cart by ox or horse team.

Shank—The handle of a tool.

Shanty—Any small camp building. Usually means built with boards, where cabin originally meant built with logs.

Shanty queen—A logger's wife living in a rough shack in the days before family camps became common.

Shape up or ship out—What the side push says to lazy or incompetent loggers; either get the job done right or get off it.

Shark—An employment agent.

Sharkey carriage—A slack-puller carriage for use with a skidder; slack was pulled by a hand line trailing down to the ground from the carriage.

Shaw—A type of rigging plate used to attach chokers to the butt rigging or skidding line on old time skidder shows.

Shaw socket—A sliding socket used on a line gathering in several chokers on a skidder show.

Shay—The best known of the geared locomotives used in the woods. The several cylinders are upright on the engineer's side of the frame, and the boiler is offset to balance them. A propellor shaft driven by cranks runs along one side of the engine and is geared to the axles. The first Shay was built by E. Shay in Michigan in 1874; the Lima Locomotive Works built 2,771 Shays, the last in 1944. The Willamette Iron Works built a number of "Pacific Coast type" Shays.

Shay swivel—A rig used to attach the slack pulling line to the skidding line on a skidder show.

She-bitch—a. A double damned female of some kind. b. A balky engine.

She stuff—Women.

Sheave—The wheel in a block, grooved to hold the line which is run through it.

Sheave snubbing engine—A donkey which had one big drum with very large flanges so it could be heavily braked; used as a lowering engine on an incline.

Shed—The roof over a donkey.

Sheepherder—a. A logger wearing a farmer's bib overalls. b. A logger's idea of a useless man.

Sheer arm—A boom set slantwise across a railroad track to shove logs off at a dump.

Sheer boom—A small boom, one end fast to shore, the other swinging out into a stream to force logs into a main holding boom.

Sheer log—a. A small log or pole leaned into a skidroad on a bend so as to sheer logs away from the bank, and prevent them from digging into the ground, thus guiding the turn around a corner. Also used to fend logs off rocks or stumps. b. Sometimes applied to the first log to be yarded, where it was placed against any obstacle on the road so that following logs could slide by.

Sheer skid—Same as sheer log.

Sheer rail—A guide rail for wheeled vehicles on a plank road or at a landing.

Sheer skid—Same as fender log.

Shell—The outer framework of a block.

She's made—The job is finished.

Shifter—A switch engine.

Shikspoke—A man who pokes around his grub like a heron.

Shim—a. Originally a tapered wooden block shoved under a rail when the roadbed was too frozen to tamp ties; hence to raise, to wedge, or support something is to shim it. b. In the redwoods, shims are wide steel plates of varying thickness used above and below falling wedges to prevent them from squeezing into the soft wood.

Shim hoe—An adze.

Shingle bolt—A rough bolt of cedar or redwood from which blocks are cut, later to be made into shingles.

Shingle crib—A corral of poles in which shingle bolts are loaded for towing to the mill; the crib sinks deeply in the water when loaded and gives the appearance of shingle bolts following the tug of their own accord.

Shingle weaver—Actually a mill term, meaning a man who works in a shingle mill, but applied by loggers to the big borers (worms) working in cedar logs.

Shingle weaver hair cut—A bunkhouse barber's crude job, clipping the hair off square and shaving the neck all around.

Shingle Weavers—A union of shingle workers organized at Everett, Washington, in 1903, no longer active.

Ship—To float logs down a flume.

Ship knee—A big chunk of wood taken from the point where the trunk of a tree turns into a large flat root, forming almost a right angle. Used as a brace in framing sawmills and in shipbuilding. Some coast loggers at one time built their own tug boats and ship knees were in demand for this work.

Ship knee camp—A type of logging camp unheard of since the passing of the wooden ship. A number of camps in the Northwest around the time of World War I were engaged solely in getting out ship knees, and one sawmill did nothing but shape the rough knees for shipyard use.

Shipworm—A teredo, a marine borer with a big appetite for logs or any other wood found in salt water. Teredoes have ruined many a raft of logs hung up in salt water by a falling market.

Shiv (or shivv)—A splinter which comes out of the chipper too long to be pulped; hence something no good. The term has worked its way back to the woods in this sense.

Shock absorbers—Hot cakes.

Shoe—a. Another name for a donkey sled. b. Originally to put a shoe on an animal; the meaning now is to attach something to something else.

Shoe a chew—To spike up a chew of tobacco with snoose.

Shoe a springboard—To fit a dog iron on a springboard.

Shoemaker—A doggone poor logger.

Shoo-fly—A temporary track or road built around a wreck, washout, or other trouble.

Shoot—A log chute.

Shore up—To reinforce anything.

Short coupled—a. A runty man. b. Anything hitched up with a short line.

Short crew—Not enough men on hand to make the job go as it should.

Short ground—A break in the surface of the ground over which a falling redwood tree will break.

Short haul—a. An easy show, or a short distance. b. To cut a man out of his fair share of something. c. To take the easiest way when doing a job.

Short log—The 16 or 20 foot log frequently cut in the pine country, as opposed to the 32, 40, or longer log cut in the fir belt.

Short log cat—A pond man.

Short log country—The pine country.

Short log loader—A loader new to the job, working out on short logs before trying to handle the big stuff.

Short log logger—a. A logger in the pine country. b. A gypo handling small stuff. c. A pulpwood cutter.

Short log show—a. A pine operation. b. A tie or mine prop show. c. A gyp of some kind.

Short logger—A logging truck hauling short logs on the truck bed, no trailer.

Short of cars—Out of work.

Short road—Same as go-back road.

Short scale—The usual complaint of fallers, buckers, or anybody else who gets paid by scale.

Short splice—A splice where heavy loads are not to be carried, with tucks closer together than in a long splice.

Short staker—A man who works in any one place only long enough to make a small stake.

Shot—a. A dynamite or powder blast. b. A tool or machine which cannot be repaired. If it can be fixed it may be half-shot.

Shot hole—A hole dug to take a charge for blasting.

Shoulder wear—The cutting action on a wire rope caused by a sheave being out of line with the direction of pull.

Shovel—A power shovel, used either for digging, or with modified boom, for loading logs. See shovel loader.

Shovel loader—With the bucket and dipper stick removed, a power shovel makes a very good portable loader. This completes the circle begun 40 years ago when steam log loaders could be bought with a shovel boom attachment for use on digging jobs.

Shovel runner—The operator on a power shovel .

Show—a. A logging operation (cat show, high lead show, winter show, summer show, etc.). b. The operating conditions which affect logging, as a poor show, a good show.

Shutdown—a. A work stoppage for various reasons, mud, breakdown of

equipment, labor trouble, etc. b. To require an operation to shut down because of low humidity, or failure to observe forest laws.

Siamese—A Y coupling cut into a fire hose to give two outlets.

Siamese cat—Two cats linked by a heavy cable, working it ahead in a semi-circle to pull down small timber inside the loop.

Side—A logging unit: the men and equipment needed to fall, buck, yard, and load any one unit of an operation. Known as cat side, high lead side, skidder side, etc.

Side binder—A tree or log which binds from the side when being cut.

Side block—a. Any haulback block along the side of the yarding, as distinct from the corner or tail block; especially as used when yarding under a skyline. b. See Sutherlin side block. c. To move back the side blocks beyond the normal width of the skidroad in skyline logging, in order to reach a few logs just outside the usual line of travel; also used to some extent with a slackline.

Side boom—Same as sheer boom.

Side camp—A small camp set up temporarily away from the main camp, as for timber cruising, engineering parties, etc.

Side cut—To cut a tree on one side then the other, when the saw is not long enough to go all the way through.

Side heavy—A load of logs unbalanced on one side.

Side hill gouger—Most famous of the imaginary critters found in loggers' yarns. Has two long legs on the downhill side and two short legs on the uphill side so it can stand upright. Always goes round and round the hill in the same direction, can't turn around because it would tip over. Lays square eggs which won't roll off the hills. Downhill side woolly as a buffalo rug, uphill side like polished alligator hide from constant rubbing on the brush. See H. H. Tryon, "Fearsome Critters," for more description.

Side hill load—Big logs on one side of the truck, small logs on the other.

Side hill mechanic—A skinner on an early day steam or gas log hauling tractor.

Side hill salmon—Bacon.

Side line—a. To roll a log around a stump or rock when yarding. b. To side block logs, that is to bring them up to the main line using long chokers as short skidding lines. Same as side block.

Side nip—To pinch cable tightly against the side of the donkey drum to a heavy pull or a foul lead; very tough on the cable.

Side notch—a. A notch chopped in a tree or log to prevent splitting when falling or bucking. b. A notch chopped out of the side of a tree when the saw is too short for the cut across the full diameter of the tree.

Side push—The foreman of a crew on one side.

Side rod—The man in charge of a side, or one unit of a logging operation.

Side spool—A gypsy spool outside the frame of an early donkey engine.

Side sticks—The boomsticks used at the sides of a log raft.

Sidecast—In road construction, to shove dirt over the side of the grade.

Sideswiper—A tree or limb which lashes out sideways when cut, or when knocked loose in yarding.

Sidewalk sore—Blistered feet from tramping the sidewalks in town.

Sidewinder—a. Same as sideswiper. b. A smaller fork or sucker on a tree. c. A Shay engine. d. A man who can't be trusted. e. A tree unexpectedly knocking down another in falling or in yarding.

Sight—To peer along the handle of an ax, or use a sight gun to determine the line of fall of a tree.

Sight gun—A wooden triangle made of light sticks, used to determine the direction in which the tree will fall. The base of the triangle is set in the undercut, and when the frame is lowered to the horizontal, the top points along the line of fall.

Signal boy—A young whistle punk.

Signal man—A polite name for whistle punk.

Signals—Complicated signals are used in cable logging. While there are variations in different camps, there is a more or less standard signal system used in high lead and skidder operations. Hand signals are used around the landings, and whistle signals in yarding. They are not listed here but may be found in complete detail in the local lumber journals of an earlier day.

Silver tip—a. A gray haired man. b. A young Shasta red fir.

Simplex donkey—A machine where all the gears are driven directly through a pinion on the crankshaft, has no train of gears. The Washington Simplex was a famous donkey.

Singe—To make a torch of a tree by burning off the dry moss; a fool trick because fire will spread rapidly any time tree moss is dry enough to burn.

Single barrel—An old fashioned wood splitter powered by a small steam cylinder. It was either fed off a steam line from the donkey, or from a small stationary boiler.

Single bit—a. An ax with only one cutting face. b. A machine working at half its capacity.

Single drum—An old time loading engine without a haulback drum. Men had to pull out the loading line.

Single drum wide face—One of the earliest road engines, had no haulback.

Single drum yarder—An old time donkey, the first change from the vertical spool type which began donkey logging. In the single drum yarder a line horse had to carry the main line back to the woods.

Single haul—To yard logs direct from stump to landing with one donkey, no swinging or roading. Opposed to double haul and triple haul, using more donkeys.

Single jack—To work alone as a faller.

Single line system—An incline which does not use an endless cable, simply lowers and raises a car on the end of a line.

Single slack line—The usual slack line system of yarding, with the skyline passing from the drum out to a tail tree; opposed to the double slack line where the skyline was reeved through a block on the tail tree and brought back to a second skyline drum on the donkey.

Single-speed—A direct geared steam yarder, no high or low speed.

Single stick boom—A loading rig in which the tongs are hung from one pole.

Single tong loader—Another name for a heel boom loader.

Single yard—To yard direct to the landing with one donkey; as opposed to yarding and roading with two or more donkeys.

Singletree—The bar to which the traces were fastened when skidding with one horse; an important piece of logging equipment in the days when horses were widely used, and included here because it has been forgotten in the woods today.

Sinkage—The loss of logs being carried by water to the mill.

Sinker—A heavy log, usually a butt log, which will sink.

Sinker loading—A method of loading railroad cars in the ground lead days before power loading was developed. A track was sunk across the bottom of a log storage pond and logs to be loaded were pike-poled into place as the car was hauled out of the pond.

Sister hook—A quick connecting link, two pieces pinned together so that they lap over when closed, will not open under a pull.

Siwash—a. An Indian. b. A line not running around a block, generally around a stump. In this case the rig-up is called an Oregon block.

Siwash logger—Along the coast, a man who got his logs by beach combing, not by logging.

Siwash tree—A tree left standing to change the direction of a line in yarding.

Skagit—A donkey put out by the Skagit Steel and Iron Works.

Skagit gadget—A light mobile yarder and loader put out by Skagit; has many power gadgets for quick operation.

Skandihoovian—A logger from Scandinavia.

Skeleton car—A railroad log hauling car. It has two four-wheel trucks connected only by a large center beam; there is no floor on the car.

Skid—a. An old name for a donkey sled. b. To haul logs from the woods to a landing.

Skid camp—A logging camp in which bunkhouses and other buildings are mounted on skids for ease in moving to a new location.

Skid dauber—Same as grease dauber, the man who greased the skids.

Skid flat—A flat spot on a railroad car wheel caused by brakes sticking and making the wheel slide.

Skid grease—a. The grease used on skids in bull team days. b. Butter.

Skid monkey—Same as skid greaser.

Skid oil—Oil used for the same purpose as skid grease. In some West Coast camps dogfish oil was used and in the hot July sun the smell was said to be strong enough to skid logs without any oxen.

Skid road—See skidroad.

Skid row—See exasperated explanation under skidroad.

Skid tender—An early road monkey; kept the skids in line, replaced worn or battered poles, maintained the skidroad.

Skid timbers—Heavy timbers used at landings to hold logs before they are loaded.

Skidder—a. A big donkey powering a skidder system. It might have three sets of engines if the loading and line changing engines are mounted on the same unit as the yarding engine. As many as a dozen drums could be found on some skidders, and some of the machines weighed up to 300 tons. A skidder was put to use in

Washington at Kerriston in 1902. See Lidgerwood. b. A logger who kept the skid road in shape; forerunner of today's road monkey.

Skidder car—A heavily built railroad car used as a permanent base for a skidder.

Skidder punk—Whistle punk on a skidder show; see whistle punk.

Skidder rigger—The boss of the whole crew on a skidder. The same as hooktender on a high lead show.

Skidder system—A skyline method of logging especially useful in rough country. Depends on lots of power and mass production. Gets more logs than most other methods, given the right conditions for a skidder show. Uses a standing line, a big trolley, and a slackpulling system which lowers the butt rigging to the crew. This is the most complicated cable system to rig, and uses the most men.

Skidding extension rope—A wire rope on the end of the main skidding line to which chokers were attached in early day skidder logging.

Skidding line drum—The drum holding the line which hauls the trolley in a skidder system.

Skidding tongs—a. Tongs which are attached to short logs for skidding in the pine country, in place of chokers. b. The early Lidgerwood skidders used tongs instead of chokers, on medium sized logs.

Skidroad—a. A road on which logs are skidded. At first they were dragged by bulls or horses across small cross skids laid on the road. Now the logs are skidded by donkey or cat, the skids have disappeared, and the term is usually shorted to road. The skidroad was the heart of the old logging show and many words still in use date from the days of skidroad logging: hooktender, for example. b. A street in the tougher parts of West Coast towns where loggers hang out. Careless reporters with dirt in their ears have written skidrow or skid row so often that this miserable, phoney term is accepted by the ignorant. There's no such damn thing as skidrow and there never was. The street of saloons, card rooms, flop houses, sporting houses, etc., is *the skidroad.* The present day use came from the famous skidroad built by Henry Yesler to skid logs from the woods to his mill on the Seattle waterfront in 1852. After it was no longer used for skidding this became just a road, and stores, saloons, and other establishments grew up alongside. Much of the old road remains today but is known by the more genteel name of Yesler Way. Let's hear no more about skidrow.

Skidroad queen—Right the first time; what else could she be, on the skidroad?

Skids—a. Small logs laid across the line of haul to keep logs from bogging down, in bull team days. b. Logs at the landing on which logs are decked before loading.

Skidway—a. A loading dock built of logs. b. A skidroad.

Skidway man—A handy man on a landing; a chaser.

Skidway tongs—Log grabs.

Skin around a tree—To move a yarder from one side of a tree to the other in order to log the other half of the setting.

Skin 'er back—Go ahead on the haulback, take the butt rigging back to the woods.

Skin timber—Pitchy wood, useful for starting fires. In the old days of wood-fired stoves it was greatly prized, especially by women cooks.

Skin wood—Same as skin timber.

Skinner—a. In early camps, a mule driver or a freighter, or a horse teamster. b. A machine operator, usually a tractor driver.

Skinny as a sack of deer horns—A thin girl.

Skookum—Strong, tough, big, good.

Skookum block—Actually a trade name for a block, but used especially to mean a big heavy main line block.

Skookumchuck—Fast, dangerous, or tricky waters, as falls, narrows, or tide rips.

Skunk-bit—Stinking drunk.

Sky hooker—A head loader.

Sky line—See skyline.

Sky pilot—a. Any logger who takes religion seriously. b. In Washington the Presbyterian church supports several sky pilots who regularly visit logging camps and conduct services there.

Skybound—a. A doggone ornery tree that won't fall down after it has been cut off. b. A falling tree hung up in another. c. Butt rigging fouled in the high lead block at the top of a spar tree. d. Rigging motionless in the air.

Skyhook—a. A legendary logging system with one end of the cable hooked to the sky. b. A practical cable system of carrying logs or other materials on a self-powered carriage. Operator, engine, and load all ride along on double cables. Machine invented by Phil Grabinski of Portland.

Skyline—a. A heavy steel cable up to 2¼ inches in diameter, between the head tree at the landing and the tail tree or stump back in the logging area. b. A logging method in which a travelling block or carriage rides on a skyline. The line itself does not move; it is attached to a donkey drum or an anchorage at the landing, and to a tail tree or tail hold on the far end. In some systems the skyline is a fixed, or standing line; in the slackline system it can be lowered to the ground for loading, and then be picked up to free the logs from the ground when pulling in. Perhaps the first skyline in the Northwest was rigged by Bob Barr at the Bridal Veil Lumber Company in Oregon, in 1899. It carried one log at a time, the log being held fast to the carriage by large grabs; carriage was simply two sheaves held in a V-shaped yoke.

Skyline block—a. A heavy block used as a carriage in a tight line system of logging. b. A large block on a head tree through which the skyline passes (on the tail tree it goes through a tree jack or tree shoe).

Skyline sheave—A special sheave made of hardwood instead of metal, used in a skyline block.

Skyline stub—A short piece of skyline run through the tail tree and made fast to a tail hold when the tail tree is rigged before the main skyline is set up. The stub is tied to the latter with an admiralty shackle when the skyline finally is run out to the woods.

Skyline tail stump—One or more stumps used to anchor the back end of a skyline when a tail tree is not used.

Skyline yarder—A four-drum donkey used in skyline systems: one drum for the skyline, one for the main line to the carriage, one for the haulback, and one for the straw line.

Sky piece—The top log of the load, in a horse camp; also used sometimes to mean the loader who put it there.

Slab—To rip a big chunk or slab off the side of a log by careless use of the tongs in loading.

Slabbed—A log which has had a chunk broken off by careless falling, bucking, or loading.

Slack—a. A loose line. b. The play between couplers on cars which takes up the shock in starting and stopping.

Slack line—See slackline.

Slack off—Lower the line.

Slack-off time—Quitting time.

Slack on the pin—Back up to release tension on couplers so a car or trailer can be uncoupled.

Slack puller—a. A logger who pulls slack on a skidder. b. The slack-pulling drum on a skidder and the series of blocks on the skidder through which the slack pulling line is attached to the haulback. When pulled, slack is hauled on the tong line, lowering it to the choker setters. c. A log or chunk to counterweight the tongs on a loading rig.

Slack rope system—An early name for high lead; also used to mean a slackline system in some places.

Slacker—A name for a slackline machine.

Slackline—a. A method of overhead cable logging in which the main line and skyline are lowered to the ground for taking on the turn. Only the tail end is anchored. b. A special donkey used with a slackline system.

Slackline artist—A donkey puncher who runs his machine without keeping the lines taut.

Slap happy loading rig—A type of crotch line loading outfit.

Slash—a. Tops, broken branches, trees pulled down, and all other trash left on the ground after logging. b. A logged off area. c. To cut down trees in order to make a right-of-way, or for other clearing.

Slash burn—A fire set in logging slash, generally in the fall, to get rid of dangerous fuels before the next fire season.

Slave—A Wobbly's idea of a working man.

Slave driver—A hard-driving foreman.

Slave market—Employment office.

Sled—A pair of heavy timbers on which a donkey sits. They are made of large logs specially selected to stand the strains of logging and moving; big cross timbers are hewed to fit, and bolted together to make the stout frame.

Sled builder—A skilled hand at building donkey sleds. Now that wheels are going under donkeys in place of sleds, his days may be numbered.

Sled irons—All the various rods, bolts, plates, bridge washers and other iron work used to bolt up a donkey sled.

Sled plate—A heavy plate fastened on a donkey sled, bearing two bored lugs. A heavy pin runs through the lugs, and can be lifted out to attach blocks or lines to the sled for moving. Sometimes known as Soule sled plates.

Sled runners—The large logs forming a donkey sled.

Sled shoe—A heavy curved metal shoe fitted over the nose of a sled runner to prevent wear when moving a donkey.

Sled tender—Similar to P. F. man, he accompanied the turn of logs to the landing, collected the dogs and grabs and returned them to the yarder.

Sleeper—a. A holdover fire; one that is apparently out, but finally comes to life. b. A misfire when setting off a blast. c. An idler car used under the overhang when hauling extra long logs on railroad cars shorter than the logs.

Sleeve—a. A wide-throated shackle with a push pin, used to hold guy lines on a spar tree, in some methods of rigging. b. An old time rig to replace the butt hook, a sleeve with a link on one side to which the butt chain was attached. The sleeve slid along the main line and could be spotted alongside any log to be yarded.

Slew skid—A skid set at an angle on one side of the road to warp logs around a bend in the skidroad, and prevent the turn of logs from sliding off the skids.

Slick shod—A logger who shows up for work in smooth-soled shoes.

Slicker than a schoolmarm's leg—Anything smooth on which a logger's calks won't hold, causing him to slip.

Slide—A rough chute for transporting logs; as simple as a rough road cleared down a steep hill, or a crude trough made of poles more or less parallel.

Slide ass—A steam log loader used particularly in the pine country of eastern Washington, Idaho, and western Montana. It slides along on its bottom on top of a string of empty log cars. It moves by reefing in on a tail hold, sliding backward as the cars are loaded in front of it.

Slide gate—A dam gate which slides up and down. It is hoisted open against the pressure of backed-up water by a donkey engine.

Slide hook—A choker hook; one type of slide hook was known as the Peters.

Slide tender—A man who tends a log chute or a gravity pole road.

Slide valve flunky—A waitress.

Sling—A loop of wire rope used in loading logs too large to be handled by tongs.

Sling chains—In early skidder operations, these were short chains used to pick up a number of small logs in place of hooking one big one with tongs.

Sling rigging—To work as a rigging man.

Slip—a. An old time dirt scoop pulled by horse: killed off by the bulldozer. b. Another name for the pig which carried tools back up the road. c. A part of a log sorting works. d. The edge of a rollway. e. To make a spar tree out of a standing tree, then move, or slip it, to a little better location a short distance away, instead of raising a tree

at this spot. After the guy lines are rigged the tree is sawed off and slid along in an upright position to the new location.

Slip grab hook—A hook used to choke a wire rope sling, as around a bundle of ties.

Slip hook—A one-way or grip hook used on a cable; it releases when the line is slacked off.

Slip-tongue wheels—Big wheels used for yarding logs in the pine country. A 36 foot long tongue was slipped through hounds on the axle. As the animals pulled the tongue forward in starting the load it also pulled ahead an iron rod running back to a short lever called a Jacob staff. As the staff swung forward in an arc, it turned two eccentrics from which hung the chains holding the logs. The chains were thus pulled up, lifting the logs. The iron rod was then latched to secure the load in place. Going downhill the skinner could unlatch the rod, or let the wheels run ahead on the tongue. This reversed the action and the logs were let down to act as a brake. Four-horse teams were generally used with the very large slip-tongue wheels, up to 12 feet in diameter.

Sloan's liniment—Actually an old favorite liniment; applied to any horrible kind of drink.

Slop—Water loss out of a log flume caused by current, curve, logs bunching or bumping.

Slop trough—A filthy cookshack.

Slopover—A wreck caused by the dispatcher forgetting to hold one train for a meet.

Slough pig—A second rate river man, sent back to work logs out of sloughs and backwaters.

Slow bell show—The opposite of a highball show; a poor bunch of loggers.

Slow elk—A cow.

Slue line—A line used to swing a loading boom hung from a spar tree.

Sluice—a. A log flume; at times the word means a short stretch of heavy flume built to carry logs around a bad stretch of river. b. To transport logs by water, as in fluming. c. To sort logs into pockets from the bull pen where they are dumped. d. To smash something; in eastern woods the term was applied to horses which were run down and killed by a loaded log sleigh.

Sluice crew—The crew working on the booming grounds, moving logs into pockets.

Sluice dam—See splash dam.

Sluice gate—The main gate of a splash dam, arranged so that it can be kicked open in a short time.

Slumgullion—Like hash, only looser, but not as loose as soup.

Slush—Coffee.

Small bore—A little man who thinks he's big and acts that way.

Small square—Same as government square.

Smear—Butter.

Smells like an outhouse turned over—Not good.

Smells like the bottom of a log pond—Any horrible smell.

Smoke boy—A fireman, particularly on an engine which is not working properly, makes a lot of smoke.

Smoke eater—A fire fighter; particularly on a long, tough, miserable fire.

Smoke meat—An Indian.

Smoke pole—A rifle.

Smoke signals—On a logging railroad, to run a train without authority from the dispatcher, keeping a careful watch for smoke from opposing trains in order to duck into a side track or back up quickly to keep out of trouble.

Smokestack reamer—Same as a left-handed monkey wrench; the thing that greenhorns are sent to look for.

Smooth-faced—A donkey drum with a barrel not grooved to lead the rope as it is spooled on.

Snag—a. A dead standing tree; dangerous to fall because of loose bark, limbs, or tops, and dangerous to leave because it acts like a torch in forest fires. b. A partly sunken tree or log in a river. c. To fall snags, or to clean up a river.

Snag faller—A man who cuts snags, apart from the usual falling operations, generally on a bushel basis.

Snag pusher—A long pole or a frame work sticking out in front of a cat to push over pine snags. One of the first was developed by W. K. Dyche at Algoma in 1927.

Snake—a. A drag at the end of a cable or chain. b. To skid logs over a crooked road. c. The action of a saw weaving up and down to make an uneven cut when falling timber. d. Winding a line around stumps and logs when dragging it out of the woods.

Snake block—Actually not a logging block, but shaped like one. It is a clamp used on a guy line in order to pull slack and tighten the line.

Snake oil—A drink of any unknown stuff in prohibition days.

Snake ranch—A bootlegging joint.

Snaking line—a. A main line. b. A skidding line on a tree rig ground skidder.

Snaking machine—A donkey used in ground lead yarding; occasionally the lines were put up in a tree to get them partly off the ground at the landing, and out of this grew the high lead method.

Snap—To give a quick reef on the main line in order to bounce a log over a stump or other hang-up.

Snap-back team—A team used to pull the big wheels back over the load when yarding with a slip-tongue. One snap-back team usually worked with two four-horse wheeling teams, and bunched logs for them when not helping in the loading.

Snap line—A light line holding the A-frame of a loading rig to the lean, preventing it from tipping over backwards.

Snatch block—A block which can be opened on one side to permit a cable to be laid in the block, instead of the long job of threading it through from one end, as in the case of a closed block. Also called open side block.

Snatch yoke—A yoke on a block which may be opened up to permit a line to be laid in on the sheave.

Snipe—a. A bevel hewed on the ride side of the end of a log, making it

easier to pull over the skids. b. An angle chopped or sawed on the undercut side of a stump to help the tree slide off and clear some obstacle. c. Trim allowance on a log. d. To hew a snipe on the end of a log.

Snipe for the ride—To put the snipe on the side of the log which would ride on the bottom, saving the work of sniping a bevel around the entire end of the log.

Sniper—The logger who shaped the nose of a log for skidding in ground lead operations. Sniping was carried over from the animal skidding days to the early machine skidding when small donkeys had trouble handling big logs.

Snooper—A man who hustles around hunting for logs, trying to edge out other buyers.

Snoose—Copenhagen snuff, a very powerful chewing tobacco once found on every man in camp. The sad state of manpower in logging camps today is shown by the fact that Copenhagen has lately had to *advertise* for users.

Snooser—A Scandinavian.

Snorting pole—A pole across the foot of loggers' bunks, to shove against in order to get the cramps out of legs.

Snotty end—a. The business end of a machine. b. The worst end of something.

Snow break—Tops and branches broken out by heavy wet snow.

Snow brush—Any kind of brush; may also be called buck brush.

Snow on the roof—Gray hair.

Snow down—Timber knocked down by a heavy snow.

Snow plow—A lady with a very well developed front porch.

Snow show—A very cold job.

Snowshoe tracker—A man with very big feet makes a very big track.

Snub—a. A plank slanted across a flume to kick out logs floating down the flume. b. A patented friction device used as a brake on small inclines. c. To hold back logs, sleighs, cars on an incline, etc., with a cable. d. To check the movement of anything with a line wound around stump, tree or braking device.

Snub check—A wrap around a stump or tree to reduce the speed of a running line.

Snub down the slack—To slack off or lower the butt rigging down to the crew on the ground.

Snub line—An anchor line used to tie down a donkey so it will not r'ar up under a heavy pull.

Snubber—An engine used to brake log cars going down an incline, or to hold back logs going down a pole road or skidroad.

Snubbing guy—A line used to hold the base of a spar tree in position while it is being raised.

Snubbing line—A car line, used to spot empty cars for loading at a landing.

Snubbing machine—A drum holding the cable used in lowering cars down an incline; it had a big wide brake band.

So big it takes three days to walk around it—A large donkey or cat.

So dead the buzzards wouldn't touch it—A very dead logging show.

So muddy it would mire down a saddle blanket—This is really soft ground.

So steep the chipmunks have to double-head to get up the hill—Steep ground indeed.

So steep you have to look up the chimney to see if the cows are coming home—A logging show on rough ground.

So strong he pulled himself right off his shoes—Said of a good ox.

Socket—To attach various pieces of logging equipment to a wire rope by pouring melted zinc or babbitt around the end of the rope which has been fitted into the socket on the equipment.

Sod-buster—A part time logger who farms the rest of the year.

Soft fir—Old growth Douglas fir.

Soft hammer—A hammer used in cutting wire rope.

Soft pine—Old growth ponderosa pine, much like the wood of the famous "cork pine" of the lake states.

Solo truck—A short bed truck, no trailer used.

Soogan—A quilt or heavy blanket used in the days when loggers carried their own bed rolls. The soogan was generally cut square and many a logger almost went crazy switching it around and around in a dark bunkhouse trying to find the long end.

Sort—To separate logs by grades, species, or for different owners, or for different purposes.

Sorter—A man working on a rafting ground, especially a sorting pocket.

Sorting gap—A port through which logs are passed on down a river after being separated by ownership.

Sorting grounds—A water area used for sorting logs.

Sorting jack—The throat of a log pond through which logs are steered into the sorting pockets.

Sorting pocket—A division of a sorting grounds for holding logs which have been separated out of a boom or drive.

Sougan—See soogan.

Soul will be in hell before his body hits the ground—Said of a man who is falling a long way.

Sound—To pound a tree or log, trying to tell by the sound if it is good, or rotten.

Sound (the)—Puget Sound, important in log rafting.

Sound as a nut—Good.

Sound knot—A knot which does not show any decay on the outside and leads scalers to think that the log is not decayed.

Sounds like a buzz saw in a knot—A heavy snorer.

Soupbone—A very thin logger.

Soup jockey—A flunky.

Soup shanty—Cookshack.

Sourdough—a. Partly fermented dough used as a starter for bread, biscuits, flapjacks, in woods cooking. In the days before yeast cakes and quick trips to town, every cabin in the woods had a carefully kept can of sourdough; it was taken to bed on cold winter nights to prevent loss by freezing. b. A mountain man or prospector.

South Bend—A name sometimes given to the downhill North Bend system of logging.

Space blocks—Small blocks spaced on a loading boom to guide the tongs.

Span—a. The distance covered by a skyline from head tree to tail tree. b. To stretch a line across a canyon or a sag in the ground.

Spar—A spar tree or pole used in high lead or other system of cable logging.

Spar cap—Different kinds of metal caps were tried at times on the tops of spar trees to prevent chafing and cutting by the guy lines.

Spar pole—Spar tree.

Spar tree—The key to cable logging. The tree in which rigging is hung for one of the many cable hauling systems. The use of spar trees is still recent enough that the first tree ever topped by the Coos Bay Lumber Company still stood in 1953. It had spikes driven in clear to the top for use in climbing, because present climbing gear had not been developed. Up the McKenzie River there is another early spar tree, this one with springboard holes chopped clear to the top—another method of getting up there before climbing was common. The spar tree is the center of operations for each side. Here is the landing, the loading, the end of the run for the crummy (except for fallers), and the beginning and ending of the day's work. Location of each spar tree is very important to the success of the logging.

Spare bunk—A bunk set on a landing for preloading, swung out of the way when not in use.

Spark arrester—A screen or baffle fitted over the smokestack of a donkey or locie to prevent the escape of sparks. When there were thousands of steam engines in the woods there was a good market for arresters, and many kinds, shapes, and sizes were put on the market. Some of the well known arresters were: Adams, balloon, boomerang, Cyclone, Ellsworth, Glafke spark killer, gooseneck, Merry Widow, Monarch, never-clog, Mother Hubbard, Oregon, Pacific spark consumer, Radley Hunter, Sequoia, South Bend, Western.

Spark arrester day—The first day of fire season when arresters have to be in place on woods machinery.

Spark cap—A spark arrester.

Spark catcher—A fire watchman.

Spark chaser—An old codger kept around the landing to douse spot fires caused by sparks from the donkey.

Spaulding rule—A log rule worked out by N. W. Spaulding in 1868. It was made the legal rule in California but now is used mostly in the redwood country.

Spear edge bunk—A sharp-topped bunk on a railroad car.

Speeder—A rail motor car, often used to bring mail and small supplies to camp, as well as to haul men to work; known as a crummy when hauling men.

Spider—a. The spokes on the bull wheel of a donkey. b. A big star-shaped wheel used on the carriage of the Opsal skyline system. c. Thick iron frying pan for use over an open fire.

Spider web—A boom on a river or bay across the mouth of a feeder

stream to catch logs which have escaped from booms farther up the stream.

Spider Web—Name of Paul Bunyan's helper whose job it was to see that Babe, the Blue Ox, stayed healthy.

Spike bar—A clawbar used to pull the railroad spikes used in fastening guy lines to a stump.

Spike camp—A temporary camp for a short time, away from the main camp.

Spike 'er—a. To spike guy lines to a stump. b. To stop.

Spike knot—One which is deep in the wood.

Spike money—A bonus; an extra hour or two a day added to the pay of a good man as bait to keep him on the job.

Spike top—A tree with a dead top, usually lacking branches, hence giving the top a spike appearance.

Spiked bell hook—An end hook with a large spike in the center of the cup; used for loading.

Spill—a. A log dump, where one track is raised so as to spill logs off a car or truck. b. A wreck. c. To have a wreck.

Spill the ink—Write out my check, I'm quitting.

Spiral—a. Twisted grain in a log or tree. b. A gradual easing into and out of a curve on logging road or railroad.

Spit-or-puke—Snoose.

Spitter—A short piece of fuse notched so that fire spits out of holes in the casing; used for setting off hand-fired dynamite blasts.

Splash—a. To move logs down river by use of a splash dam. Water is held back while logs are yarded into the river, then when the dam gate is kicked loose the flood of water will wash logs for miles down stream when ordinarily the current would not move them. This was used on Coos River, Oregon, and other coastal streams as late as 1952, now outlawed. b. To work on a splash operation.

Splash boards—Planks added to the top of a splash dam to hold back an extra head of water.

Splash dam—A dam placed across a stream to build up a head of water for splashing.

Splatter sheet—A stretcher.

Splayfoot—An awkward logger.

Splice—a. A join in wire rope. b. To join wire rope in various ways, as farmer splice, long splice, etc.

Splicer—In early camps a logger who spent all his time splicing wire rope.

Splinter—A word used by loggers in big timber camps to mean any tree cut by anybody else in any other place.

Splinter draw—Splinters pulled out of the butt log and left sticking up on the stump.

Split a quarter—To start the first road on a setting halfway between fair lead and square lead, diagonal from the donkey.

Split ear—a. In the days when horses were used to pack into some camps, a horse with a split ear was one to be avoided. He was one trained by the Indians, using a thong through each ear. A balky

horse would hang back so much that the Indian would get mad, jerk the thong out, split the ear, and make a mean horse, hard to handle ever after. b. A mean man.

Split guy—A guy line in two pieces, joined by a shackle through two eyes at a point where it would be convenient to hang a squirrel block; saved time in rigging.

Split products—A term used in the redwoods to mean posts, grape stakes, bolts, etc., split from the trees where they fall.

Split stuff—Same as split products.

Split the blankets—To get a divorce.

Splitter—A cordwood maker.

Splitting gun—A pipe to hold black powder, driven into a redwood log so the explosion will split logs too big to handle in one piece.

Spool—a. A drum holding cable. b. A small drum used as a capstan; several turns of line taken around the drum give it pulling power for use in loading or small jobs around the landing. c. To wind cable smoothly on a drum.

Spool cart—a. In early donkey logging days, this was a small cart holding a spool of cable which was paid out as a horse hauled it from the landing out to the bucked logs. b. A low two-wheeled cart with wide heavy wheels and a bunk, used as a logging dray during the dry summer months.

Spool donkey—An early day donkey with an upright spool or drum, as the Dolbeer.

Spool off—To take rope off the side of the spool as it was reeled in from the woods and coil it in a pile on the donkey or on the ground nearby.

Spool on—To guide rope or cable being wound on a drum or spool so that it would track smoothly, making a clean lay on the spool.

Spool-on man—The logger who guided the incoming line onto the spool of the oldest type donkey; generally necessary to do this only when the line was coming in at some awkward angle; other times it would spool itself.

Spool-off man—Logger who coiled the line as it came off the vertical spool of a Dolbeer donkey.

Spool stuff—Spaghetti.

Spool tender—a. A logger who guided cable on to or off the spool of an old time donkey using a short stick. Sometimes an "expert" used his foot at first, then later when he got back from the hospital used his new wooden leg for the purpose. b. A logger who used the spool of an old time roader or yarder to load logs. c. A man who tends spool on a pile driver.

Spool wheel—A log cart with solid wood wheels.

Spot—To place something in the right spot for use, as spotting a car for loading.

Spot burning—In slash disposal, burning out only the heavy slash, as around landings, and in canyon bottoms.

Spot fire—A small fire started ahead of the main blaze by wind-blown sparks.

Spotted dog—A steamed pudding containing raisins.

Spotter—One who locates bug trees and plots them for cutting.

Spotting drum—A small drum on skidders and loaders used to reef in the line attached to empty cars, to spot them for loading.

Spread—The rate of travel of a forest fire.

Spreader—a. A short piece of main line between butt plates or hook-ups to spread the butt hooks apart when flying two chokers. b. A man who talks too much.

Spreader bar—A bar used to keep the tongs apart on a crotch-line loading system.

Spreader chain—A loading chain used in the position of a gut chain but primarily for safety, not just to make a saddle. It prevents the peaker from crowding down to break the bunk chains and force the bunk logs over the cheese blocks.

Spring—To pull a line to one side in order to increase its tightening effect.

Spring burn—Slash burning in the spring; good, if done in the right way and in the proper place. Careless use of spring burning has resulted in bad fires later in the summer.

Spring guy—A guy line to tighten a guy line, or one used to pull a guy line out of the way temporarily.

Spring heel—A type of calked shoe with the sole leather brought back in an arch to form the heel as well.

Spring hole—A shot with a small quantity of dynamite to widen the bottom of a hole so a big charge can be placed in it.

Spring link yarder—A yarding block with one cheek plate hinged so that the block can be opened up.

Spring pole—a. A prop used in one-man bucking with a crosscut saw; also called dutchman at times. b. A stick used to guide the whistle punk's jerk wire so as to give a straight pull on the donkey whistle.

Spring pole falling—One man falling a tree with a crosscut saw, using a vine maple or other spring on the other end of the saw to pull the saw away from him.

Spring set—Saw teeth bent alternately to one side and then the other.

Springboard—a. A stout plank on which fallers stand. Notched into the tree, it gives good footing when the ground is too rough or steep, or when the tree is too swell-butted for easy sawing. Springboards are disappearing with the wide use of power saws. b. A stout timber attached to the axle of a big wheel logging cart. When pulled down it raised the tongue in the air. After the log was chained on, the tongue being pulled down by the team, acted as a lever to lift the log at least partly in the air, making for easier hauling.

Springboard notch—A narrow deep notch cut in a tree to hold the iron on the inner end of a springboard.

Sprinkle—a. To wet down around a landing to decrease fire danger. b. To wet down a logging road to keep down dust and make the road easier to maintain.

Spud—a. A tool for peeling bark. b. A peavey with no hook. c. A block placed under a skidder or jammer. d. To peel bark.

Spudder—A bark peeler.

Spur—a. A branch road off a main line. b. A climbing spur. c. A sticker

or a jagger on a wire rope (broken wire). d. A smaller ridge leading off a main divide. e. Another name for a board iron used on a springboard.

Spur wheel—The large toothed gear wheel on donkeys generally used to drive the main and haulback drums.

Square—a. A measure of shingles or shakes, enough to cover 100 square feet. b. A basis for paying snag fallers or buckers, so much per square, meaning per square foot of stump or log cross section. c. To square up a timber by hacking off the round outer part with a broad ax.

Square around—a. To line up logs at the landing parallel to the track or road for loading. b. To get equipment lined up ready to go to work.

Square head—A term applied to a Scandinavian, German, or other man new to the woods.

Square lead—Yarding generally starts with the main line running out directly in front of the donkey, that is, at a fair lead; as the yarding moves around, if it reaches a point about at right angles to the donkey and to the original lead, this is a square lead. Coming still farther around, making a sharp angle back toward the donkey, it is a diamond lead.

Square rigger—An old man with a square beard.

Squared stuff—Hewed timber.

Square the breaks—To cut off the ends of logs broken in falling.

Squareface—a. An engine. b. A gin bottle.

Squatter—A person who shacks up on cutover land or builds a cabin on another man's timber land.

Squaw hitch—a. One way of choking a log. b. A poor method of making a coupling of any kind.

Squaw log—A log which is rotten on the big end.

Squaw man—A logger *on* the reservation, usually by dark of night.

Squaw wood—Same as skin wood.

Squeak heel—A very painful tightening of the cords in the heel, due to continuous cold, or working in snow or water.

Squeegee—A logger's homemade washing machine, a tin can nailed to the end of a stout stick, open side of the can downward, to make a vacuum. (In the old days it was considered sissy to wash a shirt as long as it would still bend.)

Squeeze box—Concertina.

Squinteye—A saw filer.

Squirrel—A counterweight to pull a loading boom into position where only one swing line is used. Often the squirrel is a short chunk of log which rides up and down the spar, just like a squirrel on a tree. May also be located on a separate pole or on a guy line. A squirrel is also used in some places to pull slack on the tong line to make it easier for the loaders.

Squirrel block—a. A small block through which a line passes to dead end in the squirrel; or if the squirrel is riding on a guy, the block itself is weighted. b. A small block used to handle the haulback when using a jammer for yarding.

Squirrel cage—A light fence built around the spot where the squirrel

comes down close enough to hit a man walking under it; a safety measure.

Squirrel line—A light line used for many odd jobs around a logging show.

Squirrel man—A high climber.

Squirrel porch—A conk on a tree.

Squirrel tree—One so full of branches it is good for nothing but squirrels' perches.

Stab a log—To knock a hole in a good log with loading hooks or tongs.

Stack—The place where the spark arrester goes on the donkey or locie.

Stack blower—A rig for exhausting steam in the stack of a donkey engine to increase the draft.

Stag—a. An ox. b. To cut pants legs off short; a logger always has to be ready to jump. c. To cut a large piece off a pay check for various deductions.

Stag camp—A logging camp for single men only.

Stag pants—Work pants cut off short to get rid of dangerous cuffs which can catch and trip a man. Also cut off to give greater leg action; and to dry out faster when working in the water.

Stage—The depth of water in a river with particular reference to its effect on river driving.

Stage cut—To fall timber in several rounds or successive cuts in order to reduce breakage.

Staggered settings—A system of logging one setting of timber clean, leaving an alternate block, and going on to the next. The uncut blocks, as on a checker board, give a seed source, and a fire break for the cutover areas.

Staghead—A tree with a dead spike top.

Staging boards—Boards laid across springboards to provide a chopping platform when working on big trees.

Stake—a. A grub stake. b. Enough money to quit on. c. A corner post. d. To stake out, or claim ownership.

Stake-maker—A man who cuts car stakes or chock blocks to hold logs on railroad cars.

Stakebound—a. Logs jammed so tightly against built-in stakes that they cannot be unloosened readily for unloading. b. A logger with too much money; won't go back to work until he is broke.

Staked bunk—A bunk with a built-in stake.

Stakey—A man who has saved up some money. He may be hard to get along with because he can quit any time.

Stamp—To stamp a brand on a log.

Stamp ax—A branding ax.

Stamper—A timber or log marker.

Stand—A piece of timber, big or small.

Standard gauge—a. Regular gauge railroad, 4 feet 8½ inches wide. b. Anything which is up to snuff.

Standing boom—A set of permanent boomsticks used as a frame when making up rectangular rafts. The sticks are kept in place by piling, and are used as walkways by the boom men.

Standing line—A fixed cable, not moving during logging operations, as for example, a skyline anchored at both ends.

Standing line drum—The skyline drum on a tight line logging system.

Standing shot—A charge of dynamite left unshot for some reason.

Standing timber—Uncut merchantable timber, as opposed to felled and bucked.

Standing tree—A live tree standing at a landing used as a spar tree, opposed to a raised tree, one brought in and raised at the landing.

Stanfield's half inch—Very thick heavy woolen underwear long a favorite with B. C. loggers.

Starvation show—A logging camp to stay away from, either because of poor grub or poor pay.

Starveout—a. A poor show for logging. b. A poor place to work.

Station—a. A hundred foot long section of a grade. b. A point along a flume where a flume tender is stationed; or, a place below the head of a flume where more logs are dumped in.

Station man—A small contractor building grade by the station.

Stay rope—A line used to hold a loading carriage at a desired spot on a guy line.

Steadying guy—A buckle guy.

Steam choker—A donkey puncher.

Steam drag—A semi-portable steam powered drag saw used before gas engines were adapted to saws.

Steam freighter—A three- or four-wheel steam traction engine once used to haul log carts in the pine country. One of the best known was the Russell.

Steam hauler—Same as steam freighter.

Steam jam (or jamb)—A steam-powered brake on a donkey or a locie.

Steam loader—Any one of several large railroad log loading machines.

Steam pot—A steam donkey engine.

Steam power haul—An early name for a steam donkey.

Steam splitter—A one-cylinder steam engine with piston attached to an enormous "ax" blade, used to split wood for donkeys and locies.

Steam up—To fire up a steam donkey or locie ready to go to work.

Steam wagon—A heavy log wagon hauled behind a steam tractor. It had a set of small engines on the front of some models to help in starting heavy loads.

Steel—Railroad rails.

Steel gang—A crew which laid down and took up logging railroads, building spurs to new landings, etc. Sometimes used to mean section crew.

Steel King—An old time donkey built by Columbia Engineering Works of Portland.

Steel man—A worker on the steel gang.

Steep as a cow's face—Very steep.

Steep grade engine—A lowering engine, used on an incline.

Stemwinder—a. A Shay engine. b. Any very good machine.

Step-and-a-half—A man who is crippled in one leg.

Step-and-fetch-it—A good handy man who could fill in on many jobs around camp. A relief man.

Stew builder—A camp cook.

Stew bum—A camp cook, especially on a drive.

Sticks—a. A set of boom sticks. b. Extra long logs or piling.

Stiff boom—On old style skidders, a fixed yarding boom reared up at about a 45 degree angle to the base of the machine.

Stiff leg—a. A rig for unloading log cars by poking logs off as the train shoved by the dump. b. A boomstick used to fend a raft off shore; or to hold outer boomsticks in place off an anchorage.

Stiff-tongue wheels—Big wheels with a fixed tongue. Used for yarding in the pine country, usually being pulled by two horses.

Stillwater—A smooth stretch of water in an otherwise rough mountain river.

Stinger—a. The reach pole connecting the cab end of a logging truck with the trailer, especially when the trailer is hoisted on to the cab end and is carried with the reach out in front like an insect's stinger. b. The chain end of a power saw frame. Also the handle by which the chain end of a two-man saw is carried and worked. c. A pole of any kind which sticks out.

Stinger-tongue wheels—Same as stiff-tongue.

Stocking—The quantity of young trees coming up in a logged-off area.

Stogged up—Stuffed.

Stomach hollow as a coon log—Hungry.

Stomach organ—Concertina.

Stomach robber—A cook.

Stone boat—A small flat wooden sled used in skidding, by some horse loggers; name probably taken from the stone boat used by farmers in picking stones off their fields.

Stone heavy—Anything very heavy.

Stout—Strong, rugged.

Stove up (also stove in)—a. An injured man. b. Broken equipment.

Stow—To place logs in position in a boom, within a pocket.

Stowing gang—The crew which places logs in position in a boom, when building rafts.

Stows his grub with a number nine scoop—A hearty eater.

Straight dozer—A straight bulldozer blade on a cat, fixed in one position, cannot be angled.

Straight-grained—a. A good man. b. Good timber.

Straight gut—A long narrow channel, much favored by tug captains with a long tow of logs.

Straight haul—A direct pull on a cable, without benefit of block purchase. Also called straight line haul.

Strain your milk—To lift hard.

Straits (the)—The Straits of Georgia, between the B. C. mainland and Vancouver Island; much log rafting done here.

Strand a cable—To unwind the strands of a cable, preparing to make a splice.

Stranded—Logs hung up on the bank or on gravel bars, by a sudden fall of the water level in a river.

Stranded line—A wire rope starting to become unstranded, the wires separating from each other.

Strap—a. A short steel cable with an eye on each end, used in many places in rigging, in yarding, and in loading. Particularly useful in loading large logs where the spraddled-out tongs are likely to slip out and tear off big chunks of valuable wood. b. Flat steel bands used with special crimping tools to bind or strap together small pulp poles for rafting.

Straw boss—The man in charge of a small crew when the regular foreman is absent.

Straw drum—A small drum on donkeys, handles the straw line.

Straw line—A light cable used in rigging up a tree, or in moving other cables or blocks.

Straw line fairleader—A light fairlead bolted on the front head block of a donkey sled, the line feeding through a hole in the timber.

Straw line hook—A small hook which is used in place of a shackle on a straw line.

Stray—An unbranded log floating loose.

Stretcher—A bar to keep the singletrees spread apart when skidding with horses.

Strike on the job—An I. W. W. scheme to get paid while striking by pretending to work, but actually stalling on the job as much as possible. Used in a number of camps in the fall of 1917, and one of the reasons behind the formation of the Four L.

String—a. A trail of logs. b. To hook up a set of boomsticks.

String of flats—a. Flapjacks. b. A train of empty flat cars.

String of sticks—A set of sticks to hold a boom together.

Stringer—a. A long thin stand of timber. b. A bridge timber.

Stringer road—A fore-and-aft road.

Stringhalt—Man with a limp (from the disability which affects horses).

Strip—The piece of timber marked off for a set of fallers. Much arguing goes on about who got the best strip, the best timber, the easiest falling show, etc.

Strip a tree—To pull the rigging out of a spar tree.

Strip adjustment—A deal whereby a faller gets a little better rate for rough ground, scattered timber or other reasons making it a tough show. This sometimes leads to the opinion that there is no good show on the operation, and some fallers will argue for a better rate on all of it.

Strip burning—Burning slash across the face of an operation, gradually working the fires downhill. Also applied to burning strips through a big slash area instead of broadcast burning the entire slash.

Strip cruise—The old style of timber cruising by running a compass line across country and counting the trees on a strip on each side of the line.

Strong enough to float a wedge—Coffee made just right to suit a logger.

Stub—a. An old word for any snag; now means a short one. b. A broken-off branch. c. A dead-end spur road or railroad.

Stub camp—Same as side camp.

Stub line—A line spliced to the end of a skyline, runs through the skyline block to the heel tackle, in some skidder rig-ups. Similar to extension.

Stub track—A dead end track, as a spur from the main line up to a landing.

Stubble jumper—A part time farmer at work in the woods.

Stud monkey jungle—A place where drifters hole up.

Stump—a. What's left in the ground after a tree is sawed off the top. b. To break a tree across a stump when it is felled. c. To blow stumps from a right-of-way.

Stump busted—A tree which has been broken by careless falling across a stump.

Stump deduct—In some camps, to discourage high stumps, wood above four feet high in any stump was scaled and deducted from the faller's scale for the day.

Stump height—In timber sale contracts, the height at which trees are to be cut.

Stump jumper—a. A choker setter. b. A high wheeled log wagon.

Stump roller—A vertical spool fastened to a stump and used to guide the main line in ground lead yarding. By use of a number of spools it was possible to reach around back of the landing without moving the donkey, and without running into a lot of hang-ups.

Stump scale—In case of trespass, or dispute over how much timber was cut, a fair count can be obtained by tallying the stumps from which the logs were taken.

Stump scaler—A man who figures the fallers' and buckers' scale right at the stump in the woods.

Stumpage—a. Standing timber. b. The price paid for timber, alive or dead.

Stumping powder—Dynamite or black powder used in blowing stumps, clearing right-of-way.

Sucker—A large limb growing out of a main trunk, forming a second small trunk of the tree.

Sugarloaf—A small round hill, or knob on top of a range of hills or mountains.

Sugler—In the redwood country, a man who packed water to throw under redwood logs so as to make the ground slick, easier for the bulls to skid the logs. Some camps called him a zoogler, but a zoogler is a different kind of man entirely.

Sulky—A two-wheeled carrier used in yarding behind a cat in place of an arch.

Summer cigarettes—Snoose or chewing tobacco; not outlawed by fire regulations.

Summer show—a. A logging operation on dirt roads (rock roads not needed in dry weather). b. An operation at low altitude to avoid shutdown by snow.

Sumner—A steam donkey engine used in the Northwest woods in the early 1900's. Built by the Sumner Iron Works.

Sunday night train—A company train run on Sunday nights from the

point nearest to town, back to camp. The idea was to get a crew back in time to go logging on Monday morning. In the old days, the boys might come back after a tough week-end in town, "so stiff you could rack them up like cordwood on the Sunday night train."

Sunshine logger—A logger who does not show up for work when it rains in the summer.

Supe (or Super)—A logging superintendent.

Super heat—Time and a half for overtime.

Support tree—One which holds up a hung tree or leaner, felled into it by accident.

Supported line—A skyline with a middle gin pole or middle tree to hold up the line where high ground prevents a free swing between the head tree and the tail tree.

Surface yarding—Same as ground lead.

Suspended log skidder—An early name for a Lidgerwood skidder.

Suspended skyline—One supported by trees along the line, or by a secondary skyline at right angles to the first line; not held up by head tree and tail tree alone. This type required an open-side carriage to get past the hangers.

Sustained yield—A long time woods program of growing about as much timber in a given period as is cut during that period. Since the aim is to sustain production, permanent forest production is a better term.

Sutherlin side block—A special type of block used in yarding behind a cat. The main line from the arch is first run out to several logs. The block has an opening yoke formed by sister hooks. The opened block is slipped over the line, and also takes the eye of a choker, so that several logs may be strung on one line.

Swabber—A skid greaser.

Swage—a. A tool used in spreading the points of the teeth in fitting up a crosscut saw. b. To spread saw teeth.

Swage-ground—Raker teeth that are ground to pattern at the factory.

Swage set—A saw fitted so that the teeth stick out to each side making a cut wider than the saw is thick, and giving good clearance in the cut.

Swallow tail stump—A badly cut stump with wood split off the butt log left sticking up in the air; same as barber chair.

Swamp—To clean out brush by chopping and clearing, as in preparing a road in logging.

Swamp hook—A large all-purpose open hook on the end of a line or chain, used in animal skidding or on a chunk-out operation. It has a link in the head and a very sharp point to dig in a log or stump. Could be pulled free very easily when the job was done.

Swamp out—To clean out a place, as in sweeping up a bunkhouse.

Swamp the tongs—To hook one point of the tongs over the tong line in order to roll a log on the load.

Swamper—A logger who clears out brush; in the early days he cleaned out the roads for animal skidding.

Swamper's guide—The book where greenhorns are told to go look up answers to logging questions; there never was such a book.

Swamping ax—A wide double bitted ax used in rough work, such as swamping.

Sway back—A load of very long logs on disconnected trucks with a considerable sag in the middle.

Swede—Same as persuader. The large number of things called "swede" points out the importance of Scandinavian loggers in the early days of the Northwest woods.

Swede car—A hand-pushed car used for dumping fill dirt along the grade in early logging railroad construction.

Swede fiddle—A crosscut saw; particularly a bucking saw.

Swede flag—Same as swede level.

Swede hooks—Handled tongs used to carry heavy timbers.

Swede level—a. Two boards nailed to make a cross, used as a line of levels for the shovel runner or cat skinner making a grade. b. Sometimes means a keel mark on a tree or stake at the eye level of the cat skinner, for the same purpose.

Swedish condition powder—Snoose.

Swedish steam—Sweat, particularly sweat raised on a hand falling or bucking job.

Sweep—a. The crook in a tree, log, or line. b. A string of short logs used in rafting. c. Some old time unloading rigs had wooden booms sticking out from a central pole like spokes from the center of a wheel. The "spokes" were called sweeps, because they swept logs off the cars as the train slowly pushed past the unloader. A four-arm unloader was known as a four-sweep unloader. d. To move a skidder skyline from one road to the next by taking the far end to a new tail tree, and then tightening up to take out the bight; it sweeps down any small timber left after falling.

Sweep the bull pen—To use short logs in a loop to pull other logs out of the bull pen when making up a raft.

Sweeper—a. A sapling bent over in yarding and swept around by the incoming turn. b. A tree which has fallen into a river, its roots still fast on the bank; the current sweeps it back and forth.

Swell—The flared-out end of a butt log, or a big bump on any log.

Swell butted—A tree with a large flaring base, such as Sitka spruce.

Swifter—a. A cross timber joining the boom sticks on either side of a raft. b. A cable or rope used for the same thing.

Swifter gang—The crew which ties together the logs in boom sections ready for towing.

Swifter knot—A half-hitch with the rope doubled through in such a way as to act as a lock.

Swifter line—A line used in tightening up the swifters in making up a raft.

Swiftering machine—A winch used in tightening up swifters, and for other purposes on a booming grounds.

Swing—a. To take logs to a landing from a distant tree to which they have been yarded; it is still a swing whether the logs come hot from the yarder or off a cold deck. b. To take logs from a road donkey to the landing. c. To move logs by cat from a yarder or a cold deck to the landing. d. To swing logs free of the ground in skyline yarding (this use of the term almost forgotten).

Swing brakeman—A brakeman who rides in the middle of a long logging train; the regular brakemen are on the engine and the caboose, or on the last car in the train.

Swing chain—A short chain used to attach logs to big wheels in pine logging.

Swing dog—A cant hook.

Swing donkey—A donkey used to swing logs from one spot to another; from a cold deck, from a roader on a three-donkey show, or from a yarder on a two-donkey show.

Swing line—A cable used to move the McLean loading boom from side to side.

Swing road—A road over which logs are hauled between a yarder or swing tree, and the head tree at the landing.

Swing shack—Same as swing brakeman.

Swing team—The middle pair of animals in a six-horse haul.

Swing the block—To change the bull block and haulback block from the side of the tree which has been logged to permit logging on the unyarded side. This is followed by swinging the donkey to the new lead.

Swing tree—A spar tree to which logs are yarded, then either with or without cold decking, are swung to the landing. Often, though not necessarily, a skyline is used for the swing. The swing is generally used across rough country where it is cheaper to swing than to build a road to a second yarder tree.

Swinging block—A fall block.

Switchback—Originally a series of levels on a railroad whereby trains could saw back and forth to get over a steep hill. Now applied to horseshoe turns on truck roads.

Swivel—A universal joint used everywhere in rigging to prevent lines from twisting.

Swivel head—a. A type of fairlead used on the boom of some portable loading rigs. b. A greenhorn who spends most of his time gawking.

Swivel line hook—An old time rigging hook with a swivel in the head.

Swivel trucks—Trucks under a skidding and loading railroad car permitting the unit to be run sideways off the tracks on temporary short rails at landings. These trucks also allowed the outfit to be turned end for end on any switch, saved running to some distant Y.

Swivel yoke—The heavy eye through which a wire rope is run to attach a block to a tree or stump.

Swivelhips—A very active rigging man. The word was used in the woods as far back as 1914. Some broken-down logger turned sports reporter must have picked it up to describe football players; it appears more on sports pages than in the woods today.

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Tackle—a. All the rigging, blocks, etc., hung on a spar tree. b. Blocks and line rigged up to get a purchase, as for tightening a skyline.

Tacoma—A steam donkey engine, built by the Puget Sound Iron and Steel Works.

Tag—a. An old name for a butt chain. b. In B. C. a short line with D's on either end, swiveling between butt rigging and choker.

Tag line—a. A short cable between two sets of butt hooks to keep the chokers from tangling when more than one choker is in use. b. Somewhat similar to the above, a short cable from the road line to the grab hooks in early day roading or trailing operations. c. A flexible cable used on the extreme end of the main line on the downhill North Bend system. d. A short piece of line added to anything, usually to a main line. Often this is done with a molle to stretch out the line to get a few logs out of a long corner. In this use the tag line is known as a section. Another main line extension is made by a tag line with a line hook on one end and a ring on the other, to pick up logs. e. A rope attached to an end hook, used to swing logs into place when loading.

Tail—a. The rear of a drive. b. Other rears. c. To follow logs into the landing down a fore-and-aft road. d. To ride the pig dogged to the last log in a turn.

Tail block—a. A block used to angle the haulback line around a back corner of the yarding area. b. Sometimes applied to any block used on a tail tree in place of a tree shoe or tree jack.

Tail down—a. To snub the tail end of a turn of logs down a steep pitch when skidding with animals. b. To shove the last of a rollway of logs into the river. c. To take down a cold deck of logs and load it out.

Tail down man—A logger who works on a deck of logs being loaded out or rolled into a river.

Tail fastening—A tail hold or anchorage for a tail tree.

Tail grip—A cable grip hooked to a pair of grabs on the last log in the turn, and then hooked to the haulback, thus serving as a brake on a fore-and-aft road or on a chute.

Tail hold—a. A line from the tightening blocks on a skyline to an anchor; especially an added line at the tail tree end of the skyline, running to an anchor. b. A hold used to tie the back end of a donkey or a cat to a stump. c. A line anchoring a haulback block to a stump. d. The back end of a snub line. e. To rig a block to something to be moved, running a line through the block from the donkey and out to a tail hold on a stump.

Tail hook—Another name for the dog attached to the rear log when skidding down a fore-and-aft road.

Tail jack—A tree jack on a tail tree.

Tail line—a. An old name for a haulback. b. Line paid off a spool as on a Dolbeer donkey.

Tail over the dashboard—A logger on his way to town for the week end.

Tail piece—The handle attachment on the outer end of a two-man power saw.

Tail pole—Another name for tail tree.

Tail rigger—A logger who works more or less steadily at rigging tail trees.

Tail rope—An early name for a haulback.

Tail track—A short spur at a landing to hold empties ready for loading; generally laid on a slight slope so that cars would run down to the loader by gravity.

Tail tree—A spar tree at the outer end of the logging operation, away from the landing. It supports the far end of the skyline in overhead cable systems of logging.

Tailor made—Logging shoes made to order.

Tailwater—The upstream end of slack water behind a splash dam.

'Tain't weather, it's a disease—Said of a long spell of very foul weather.

Take five—To take a short rest.

Take his plate off the table—To fire a man.

Take the bridle off—a. To throw caution to the winds. b. To make a fast run.

Take the slack—a. To bunch up the cars in a train before starting b. A warning: back up, make a fresh start.

Take the tree down—a. To fall a tree. b. To take the rigging out of a spar tree.

Take to the bushes—To jump off a moving train or truck which appears to be heading for a wreck.

Take to the tall timber—a. To leave camp in a hurry. b. To take off for camp after a spell in town.

Takes two men and a boy to see clear to the top—A tall tree.

Talking to his blankets—A man leaving camp rapidly to avoid being fired, with his blanket roll slung over his shoulder.

Tall uncut—Virgin timber.

Tallowpot—Fireman on a locie.

Tally—a. In cruising timber, a measure of distance, five chains or 330 feet. b. A count as of logs, or trees, or paces, or lumber. c. To add up.

Tally man—a. In earlier days there were sometimes four-man crews used in big cruising jobs; two cruisers, a compassman, and a tally man to keep records as the cruisers sung out measurements on the trees. b. One who keeps track of things being counted.

Tally whacker—A counter.

Tame ape—A logger, usually means a rigging man.

Tamp—a. To push dynamite gently into a hole. b. To shove ballast under a tie.

Tandem drum—A two-drum donkey, one drum behind the other. This is the most common donkey type, main line drum in front, haul-

back behind. Many different kinds of steam tandem drums were built, yarding, loading, roading, and lowering engines among others.

Tandem yarding—Skidding logs down a road with a line-up of two or more donkeys.

Tang—The business end of a handled tool such as a pick or hammer.

Tangent—A straightaway on a railroad or truck road.

Tangle with a buzz saw—To take a bad licking.

Tank—a. The water tank of a donkey or locie. b. A water tank along the track. c. An oil tank or water tank car on the railroad.

Tank teamster—A man who drove the water tank for making ice roads in camps where logs were hauled by sleighs, as in some Inland Empire camps. He went out at night and sloshed water over the snow to make two deep ruts which would freeze into a track by morning.

Tanker—A fire fighting tank truck, or a road watering truck; sometimes the same thing.

Tap line—A logging railroad which connected with a main line road; might or might not be a common carrier.

Taper—The amount of narrowing in diameter of a tree or log from the bottom toward the top.

Tar—Low grade strong coffee.

Tar heel—A name carelessly given to loggers from any southeastern state, not limited to North Carolina.

Tarp—a. A canvas cover. b. A tough flapjack.

Tattle tale—A chain hung from the bunk of a logging truck so that it will touch the frame when the truck is loaded to highway capacity. The loader can watch it go down as he puts on logs, and is able to stop short of a load which violates weight restrictions.

Tea kettle—A small donkey or locie.

Team—Any number of animals used in skidding, particularly one or more yokes of bulls.

Team snatch block—A small light block with an attached hook; can be opened to lay in a line.

Tear a hole in the timber—To log in highball style.

Tell tale—An indicator of any kind, such as a gauge on a water tank. On the Kerry Line in northwest Oregon, famous tell tales stood on either side of the track to gauge loaded log cars for clearance through the big tunnel on the Columbia-Nehalem divide.

Tend—To work at a certain job, as tend hook, tend donkey, etc.

Tender—A man who tends to a great variety of woods jobs; the best known is hooktender.

Tend out—To get logs moving down the river in good shape.

Teredo—A marine borer which makes big holes in logs or timbers in salt water; in some cases green untreated piling can be destroyed in less than a year.

That's how the play come up—That's how it happened.

The baby is born—The job is finished.

The big bear walks—a. Time to eat. b. Time for something to happen.

The more you stir it the more it stinks—Leave sleeping dogs lie.

The wind has January in it—Cold weather.

The works—An old name for a logging operation.

Thief stick—A scale stick.

There are just two notches on the throttle—Advice from a hooktender to a new donkey puncher indicating that he wants the donkey full speed ahead and back at all times, no loafing along at half speed.

Thimble—a. A metal loop forming an inside support for an eye spliced into a line; reduces wear on the line. b. The nubbin on the end of a choker.

Thin—a. A poor stand of timber. b. To take out a small number of trees from a stand not yet ready for harvesting.

Thin man—One who has to stand in the sun ten minutes to make a shadow; who could hide behind a ramrod; who could use a double barrel shotgun for a pair of pants.

Thinks he throws two shadows—A man with a very good opinion of himself.

Third faller—Low man on a power saw falling crew; carries the pulaski and chips out the biscuit to make the undercut; watches for widowmakers and does odd jobs.

Third growth—A local term in the Coos Bay country of Oregon applied to a stand of young timber which followed second growth. This could lead to much confusion if carried on to 101st growth, 102nd growth, etc. The term young growth is better.

Third loader—Used with some loading systems where the output is high. He may only mark logs, set up cheese blocks, hustle blocking, etc., not actually doing the loading.

Third rigger—A second rigger's helper working on a skidder or slackline show; used especially for the man who helps the second rigger working on tail trees.

Thompson loading boom—An early one-tong heel boom loader.

Thousand—A thousand board feet is the unit of measure of timber or logs. The output of camps is figured in thousand feet per day.

Thread—To reeve a line through logging blocks.

Three-donkey show—A logging operation with a yarder on the far end, a roader in the middle, and a swing donkey at the landing.

Three-drum loader—A loading donkey with two main line loading drums and a car moving drum.

Three-drum road engine—A road donkey with two haulbacks and one main line. The second haulback was used so that the donkey could haul alternately from one road to another when working with two yarders.

Three-gang system—A gyp worked by man-sharks who split the take with a grafting foreman. Loggers paid a fee to the man-shark for a job, went out to camp, and then were either told there was no work, or were promptly fired. They had to go back to the man-shark and pay another fee for another job, so there were always three gangs of men, one going, one working, and one coming.

Three L—Ladies' Loyal Legion, the ladies' auxiliary of the Four L.

Three lick snipe—A snipe hewed in three angles on the end of a log; opposed to other kinds of snipes which were cut in one flat plane.

Throat—a. The narrow part of an opening, as in a cable hook, or a block. b. The gullet of a saw.

Throttle-jerker—Engineer on a donkey or a locie.

Throw—a. The distance covered by the moving of a handle, lever, or rig of any kind. b. The distance which a tree jumps off a stump in falling c. The thrust of water and floating logs against the outside of a flume on a curve. d. To fall a tree in a certain direction, particularly against the lean.

Throw a sag into her—To work at log rolling hard enough to put a bend in the handle of a cant hook.

Throw a whingding—To show temper.

Throw in—a. To take part in a deal of some kind. b. To quit.

Throw in with—a. To go to work for an outfit. b. To side along with a man in an argument.

Throw the bedroll in the bunkhouse—To go to work for an outfit.

Throw the book away—To disregard orders, do it your own way.

Throw the rope over the top—To do work so carelessly as to cause injury or death; from the fatal error of a high climber who accidentally throws his safety rope over the top of the tree and comes down in a hurry.

Throw up—a. To quit. b. To give up work on a contract, maybe because of hard luck, maybe because of poor judgment in taking it in the first place.

Tick—a. A man too lazy to work and too shiftless to move. b. To hit lightly.

Tie—a. To close up a survey line. b. To hook up, to make a line fast, to hook together, to get hold of, etc.

Tie a can on—To fire a man.

Tie back—To put a twister or short line on a stump which may be too loose to be used alone as a tail hold or guy line stump. The strain is thus passed back to another stump which may be too unhandy to be used directly.

Tie down—a. To bind a load of logs to car or truck. b. To set hand brakes on a log car. c. To fasten the drum end of a cat or light donkey to a stump to prevent its lifting while yarding or loading.

Tie hack—A tie cutter, one who makes ties by hand, hewing them out of small timber.

Tie piler—A tool used for handling ties so it was not necessary to put hands under the tie while lifting.

Tie up—a. To quit work for the day or season. b. To stop work because of a breakdown.

Tie-up line—A cable used to hold the base of a spar tree in place while the tree is being raised.

Tie wire—A small flexible wire used to tie up the ends of a wire rope before cutting it, or before fitting on an attachment.

Tied—A logging railroad grade on which ties have been placed ready for rail laying.

Tied up—a. A camp that is shut down. b. Particularly applied to a train crew whose day's work is done.

Tiger crap—Sticky mud or gumbo.

Tiger juice—A strong drink.

Tight as a growed bear in a cub's skin—a. Anything stuck. b. A timekeeper refusing an advance on wages.

Tight bark pole—One cut during the winter.

Tight line—a. A logging system using a standing skyline, one not lowered to the ground in logging. b. To hold a main line tight by braking the haulback as the main line is reefed in. c. To move rigging from one road to another by changing the tail blocks and then tightening the main line to pull the cable to the new road. d. To fire a man. e. To yard or load with a tight line.

Tight line show—Tough country to log.

Tight rope overhead system—An early name for a skyline system of logging.

Tightening block—A block with three or four sheaves to give extra purchase in tightening the skyline in a skidder show.

Tightening line—An extension on a skyline to which heel tackle was attached to pull it tight.

Tillamook Burn—The total area of some 350,000 acres covered by the three great fires in Tillamook and neighboring counties in northwest Oregon in 1933, 1939 and 1945; also applied to any big fire which threatens to become another Tillamook.

Tilter—A log dump in which the platform is tilted toward the water; or one in which the rail on the land side is raised to tilt cars; or one with a balanced platform tilted by hand or machine; in all cases the logs are supposed to roll off by gravity.

Timber—a. Merchantable logs and trees; the uncut forest. b. In construction work, either a round pole or one squared off, as a bridge timber.

Timber-r-r-!—The warning cry of the timber faller shortly before a tree is ready to go down. Sometimes they get careless and yell too doggone shortly before.

Timber baron—A cuss word used by hot-headed loggers to damn a man who owns a logging outfit; until they make money enough to buy their own outfit. Then a timber baron becomes an upright and honest logger.

Timber beast—Any guy who works in the woods; but outsiders better not use the expression.

Timber berth—A timber claim of some kind; in B. C. a railroad land grant granted by the Dominion government.

Timber bind—A cut which tightens up on the saw.

Timber bound—a. A faller or bucker with his saw stuck. b. Anything hard to move, or slow in moving.

Timber claim—A piece of timber owned and/or operated by one outfit.

Timber compass—A sight gun used in falling a tree.

Timber hitch—A hitch formed by placing a line around a tree, placing the bight over the running line and wrapping or twisting the cable around itself.

Timber hungry—a. A logging show about to shut down because it has run out of timber. b. A highball logging operator who has cleaned up a big show and is looking for a bigger one.

Timber inspector—a. A bull buck. b. A big beetle looking for a likely tree to attack.

Timber land—Generally used to mean the uncut forest, though cutover land is also future timber land.

Timber license—In B. C. a license to cut and remove crown timber. The license is granted by legislative act, and includes pulp licenses, hand loggers' licenses, and others.

Timber limit—In B. C. the land specified in a timber license.

Timber looker—A timber cruiser, especially one interested in speculation.

Timber road—A fore-and-aft road.

Timber sale—The contract area when public timber is sold to a logging operator.

Timber shaver—a. A man who barks logs or poles. b. A tool used to peel bark.

Timber-tetched—A man slightly daffy from being alone too long in the woods.

Timber tongs—A pair of hooks attached to a stout handle, used for handling timbers as in bridge building and similar work.

Timber tramp—A logger who drifts from camp to camp always looking for an easier show.

Time—a. Pay. b. Something which is too plentiful on a poor job and too scarce on a good one.

Tin coat—A heavy canvas water-repellent coat for woods wear.

Tin dinner—Lunch in a dinner bucket.

Tin hat—A metal or plastic safety hat.

Tin pants—Heavy waterproof canvas pants.

Tin pants show—a. A spell of rainy weather. b. A logging show in very wet country.

Tinker—A worthless mechanic.

Tier—A row of logs in a flat raft; usually two tiers make one section of the raft.

Tit—a. The throttle of a donkey or locie. b. A sharp peak. c. Anything that sticks out.

Titan—An old-time donkey made by the Smith and Watson Iron Works in Portland.

Toe—a. The bottom part of a slope or hill. b. The end of something.

Toe splitter—An adze.

Toggle—a. A limb or stick shoved through two eyes in wire rope to hold them together; or through one eye to make it fast to something. b. A metal bar with a hole in the center by which it is attached to something. Turned lengthwise the toggle can pass through a hole; turned sideways it acts as a lock—as on a boom chain.

Toggle and ring—A boom chain with a toggle on one end and a ring on the other.

Toggle chain—a. A short piece of chain used to tie up a piece of line. b. The special chain used in making up booms, with a toggle in one end and an eye in the other end too big to go through the hole in the boomstick.

Toggle hook—a. A hook passed down through the hole in a boomstick to fish the toggle out of the water; saves dunking an arm down through the hole. b. A hook used in closing the chain which held the receding line block on the tail tree in early skidder shows.

Toggle knocker—Man who knocked logs loose from the binder chain, especially when working with big wheels.

Toggler—A man who fastened chains around logs on railroad cars and toggled them tight.

Tomcat—A log-hauling cat with a built-on arch. Design pioneered by Ted Flynn, Newell Wright, Axel Brandstrom and Tom Coldwell, U. S. Forest Service. Built in Portland in 1943; has very wide tread, superior for mud or winter logging. In service, hauled 8,000 feet against 5,000 for other big cats, and 3,500 feet uphill in mud when other cats were stalled.

Tommy Moore—A main line block with a wide throat and sheave used originally in ground lead logging. This block allowed the butt rigging to pull through without fouling. Lately the name has been used for any block, big or small, with a wide throat. The first one was designed by Henry Hoeck of Portland in 1893.

Tong block—A block used on a loading boom, from which tongs are hung.

Tong hooker—a. A logger setting tongs in logs to be loaded. b. A choker setter on early day skidder shows when tongs were used occasionally with the butt rigging instead of chokers.

Tong line—a. The loading line on a duplex loader. b. On a skidder, the line which holds the head hook and second hook, and is connected to the main line.

Tong line block—A loading block.

Tong line bumper—A metal loop babbitted on the end of the tong line to prevent the shackle from jamming the loading block when the tongs are pulled up to the block.

Tong puller—Another name for tong shaker.

Tong rigger—A loader's helper.

Tong setter—In the old days, he did with tongs what the choker setter does now with chokers; refers to skidding tongs, not loading tongs.

Tong shaker—A logger who handles the tongs in loading logs.

Tong unhooker—He kicked the tongs loose when loading cars on a skidder show.

Tonged—Caught in a bad fix.

Tongman—Same as tong setter; but a tongsman is another name for a choker setter.

Tongs—The big scissor hooks used now for loading logs in the fir country, and to some extent for skidding, in the pine country.

Tonsil polish—Booze.

Too bad he doesn't have two heads so we could knock them together—Said of a man who has just made a stupid remark.

Too much brush to work in—A common excuse given by a man quitting camp, not wanting to give the real reason.

Too low to oil the hinges on a skunk's stinker—A man who is just no good at all.

Tool boat—Same as pig.

Top—a. The top diameter limit, or least size to which the small end of a log may be cut. b. To cut the top out of a tree to be used as a spar tree. c. To cut the top off a down tree.

Top a tree—The job of climbing a tree, limbing and topping it, preparing the tree for use as a spar.

Top barker—In early logging, the man who barked all the log he could reach, down to the ground line on both sides.

Top guy—One of several guy lines tied to the top of a spar tree.

Top load—Logs piled more than one tier high on a car or truck, distinguished from bunk load, where all the logs lie against the bunks.

Top loader—The head loader, man in charge of loading operations at the landing.

Topper—A high climber.

Topog—a. A topographic map, one showing the contours of the ground. b. To make such a map.

Torpedo—a. A very strongly built tank used to carry fuel oil from the landing out to a yarder donkey on a swing show. Shaped like a torpedo. Because it was dragged out across the cutover land it had to be plenty stout. b. A charge of dynamite.

Tote road—a. A road supplying a camp. b. A pioneer wagon road put in to haul supplies for the building of a logging railroad.

Tote team—A team used in freighting supplies to camp.

Touch 'er off—a. To set a fire. b. To explode a charge in blasting.

Tourist—A short-term logger who quits as soon as the going gets tough for any reason.

Tow—A boom of logs made up to be handled in one tow by a tug boat.

Tow chain—The big chain run down the middle of an ocean-going log raft. Smaller chains ran out on both sides like herring bones, to bind the raft firmly together and to spread the strain of towing.

Tow line—The cable from tug boat to raft.

Tower—The steel tower used with a skidder, originally. Later small towers were used in portable yarding set-ups with large cats.

Tower skidder—A skidder with a built-on steel tower, did not use a spar tree.

Town clown—Policeman in a small town; generally he led a dog's life on the week ends when loggers were in town.

Trace chain—Actually the short chain from the traces to the singletree or doubletree in the days of animal logging; applied also to short lengths of other chain.

Track—a. In the days of railroad logging, the railroad which served the camp was known as the track. b. Now the endless tread of a tractor, the "caterpillar" which gave cats their name.

Track cable—The skyline on which the trolley runs.

Track layer—Any one of several rigs for taking up and laying track. It usually consisted of some type of overhead boom for passing ties and rail ahead or back to flat cars. Where big operations might change 20 to 25 miles of track a year, it was an advantage to do as much of the heavy work as possible by machine. One of the better known track layers was the Norby.

Track line—Same as track cable.

Track pad—One section of the moving track on a tractor; also called track plate.

Track scale—The board foot contents of logs loaded on a truck—often the basis of paying on a logging contract.

Track side—The logging side operating at the landing or track, in a railroad show; opposed to the yarder side back in the woods.

Track toad—A derail device.

Track walker—A man who patrols track to watch for slides, washouts, rocks, broken rails, etc.; and is usually asleep in his shanty when one of these things does happen.

Track wheel—The endless tread used on a logging arch.

Trackway cable—The standing line on a skyline logging system.

Traction car—A power car used on a logging incline.

Traction line—The pulling line in a tramway system.

Tractor—In early day woods work a tractor was a three- or four-wheeled steam traction engine. There are records of such machines pulling log carts in the pine country as early as 1893. Later, three- and four-wheeled gas machines appeared. Both types were used to pull sleighs or log carts at first, not for yarding. The crawler tractor, running on endless treads, made it possible to go into the woods after logs just as bulls and horses had done. One of the earliest loggers to use tractors was W. K. Dyche.

Today tractor means a crawler, and is generally known as a cat. The word tractor is also used to mean the power end of a truck and trailer combination.

Tractor hook—A small hook on the end of a yarding line on a cat. It is used to pick up the eyes of the chokers, and often has a barb of some kind on the end of the hook to help hold the eyes in.

Tractor skidder—Same as lighthouse cat.

Tractor wheel—In the pine country, a set of big wheels hauled by a cat; seldom seen now, the arch being commonly used.

Trader rat—See pack rat.

Trade blankets for a lantern—To work on a night shift; particularly refers to a railroad crew which hauls the last loads of the day out to the dump, brings back the empties and spots them at various landings ready for the next day's work.

Trading stock—Pitch wood for lighting fires, same as skin timber.

Trail—a. A path in the woods. b. A number of logs being hauled down a skidroad. c. To skid logs down a road with horses or tractors. d. To skid logs down the track behind a steam engine.

Trail chute—A log chute where the incoming logs were pulled or trailed by team or donkey.

Trail dogs—Refers to timber dogs, log dogs, or just dogs used to connect up a number of logs for skidding. Used in some places to mean the dogs used to tie together all the logs bucked from one tree and made up into a turn.

Trail log—The end log in a turn. It held a dog which was attached to a tag line to the main line, if trailing by donkey, or to the butt chain if horse trailing.

Trail of logs—A turn of logs being brought to the landing in the days of

animal skidding; logs arranged end to end like a bunch of sausages, not bunched as with modern chokers.

Trailer—a. The rear unit of a truck and trailer log hauler. b. A flat car shoved ahead of an engine to couple on to cars standing on track too light or rickety to take an engine. c. The last log in the turn.

Trailer monkey—The man who rides on top of the load and steers the trailer end of a long load of piling.

Train—An old name for a string of logs ready to be pulled out of the woods.

Train delayer—A dispatcher.

Tram—A wooden railway on which log carts were pulled by oxen and horses originally. A later development was a tractor and cars equipped with big dished wheels.

Tramped—Fired.

Tramway—a. A pole road. b. A railroad with poles for rails; horses or small wheeled tractors pulled log carts with deeply cupped wheels on this type of road. c. An overhead cable system of log carrying, either donkey powered, or run by gravity. Logs were hung from traveling carriages riding on a main line. The main line ran through hangers fixed at about 500 feet apart.

Transfer—A system of loading extra logging trailers to be used on a long haul. After the loading crew is gone for the day, truck drivers can come in to the woods, leave the empty trailers and pick up the loads. This keeps the wheels moving without holding up the loading crew for long overtime.

Transfer block—a. A block used with the skyline when changing roads in skidder logging. b. A wide-throated block to pass various pieces of rigging.

Transfer drum—The drum on a skidder which handles the transfer line.

Transfer engine—A donkey used to haul railroad logging trucks from the top of an incline along a piece of more or less level track to the loading point.

Transfer line—A cable used to haul the skyline to a new position when changing roads in skidder logging.

Transport—a. A crew truck in the redwoods. b. A low heavily built trailer used in the woods mostly for hauling cats. c. To carry or move, as to transport logs by water.

Trap tree—A method of beetle control used at one time in the pine country. A tree was cut down to attract beetles; when the bark was full of bugs it was peeled off and burned.

Trapezed—A man thrown in the air by being caught in the bight of a line.

Travel juice—Turpentine applied to the right spot on an unwanted dog.

Traveler—a. A tramp logger. b. A carriage used on some slackline systems.

Traveling block—a. A block which travels on the main cable supporting a heel boom loader. It carries the loading line and block. b. An old time block riding on the main line in a swing operation. The cheek plates of the block covered only the lower half of the sheave as it hung from the line.

Traveling lead roller—An old type of a fairlead that moved in a slot back and forth across a donkey frame to spool the line evenly on

the very wide main drum. Another type rode from side to side on an iron bar or pipe the width of the sled.

Tread—a. The running surface of a road. b. The width of a tire, cat track, groove of a sheave, etc.

Tree—A spar tree, the central point of a logging operation.

Tree controller—A patent rig with jaws opening by a screw, used like a big wedge to fall trees by prying them against the lean.

Tree faller—Same as tree controller.

Tree farm—An industrial forest where timber is grown as a crop.

Tree hanger—A steel bracket supporting a skyline on a long haul skidder show.

Tree iron—A heavy iron bearing a couple of hooks; it is bolted to a spar tree to make a support for blocks or straps, or other rigging.

Tree jack—a. A support which carries a skyline past the tail tree and down to an anchorage. It usually has three rollers between two steel plates; the rollers form an arc so the line is bent gently to ease the strain. b. Same as tree controller.

Tree length log—A long log, maybe containing the entire merchantable part of a felled tree. In railroad logging this might be up to 150 feet, but the usual maximum was 80 feet. Tree length logging is not so common on truck shows because of highway weight restrictions among other reasons.

Tree plate—A steel plate with a hook at the bottom, spiked to a spar tree to prevent cutting of the wood by cables at the point where guy lines and straps are hung.

Tree rig—a. The early high lead system, actually just the ground lead raised into a tree at the landing. It did not take long for loggers to develop big equipment that made the high lead what it is today. b. An early skidder; see below.

Tree rigged skidder—A skidder rig-up in the early days, using a tree for the spar. This was the first type of skidder operation, ahead of the steel tower.

Tree roller—See tree spool.

Tree shoe—Similar to a tree jack, except that wood blocks replace the rollers for the skyline bearing.

Tree spar overhead cableway system—A salesman's name for a tree rig skidder.

Tree spool—A long deep roller, often grooved, mounted on a bracket which could be spiked to a tree to guide the haulback. A face was chopped on the tree or stump to fit the base of the roller. Tree spools were often called tree rollers.

Tree spotter—a. A timber cruiser. b. A man who picks out spar trees.

Tree strap—A short heavy line used to hang a block on a spar tree.

Treed—Stuck; hung up on a problem of any kind.

Trespass—Cutting the other man's timber; always by accident, of course.

Triangle—A chunk of iron bent into a triangle; the flunkey beats on it to say that grub's on the table.

Trigger—Another name for a dog, particularly one which could be knocked out quickly to release a log.

Trigger block—A block with a latch which opens and closes, allowing lines to be released from it.

Trim allowance—The extra length allowed when bucking logs to take care of an end injury, uneven cut, etc. In river driving logs take quite a beating and two or more feet might be allowed for trim.

Trip—To wedge over a tree so it will fall in a desired direction.

Trip back—To return the butt rigging to the woods.

Trip hook—A self-releasing loading hook.

Trip gate—A gate on an almost level flume, used to back up a head of water in order to make a current which will carry logs down to the next gate.

Trip line—a. An old name for the haulback line. b. In the O'Gorman cable logging system, a line used to pull the fall block down within reach of the choker setters.

Trip line drum—The haulback drum on a donkey, except one used with the O'Gorman system, where it was a drum separate from the haulback.

Trip line head block—The haulback block on the head tree.

Triple drum—a. A three-drum donkey. b. A cat with a triple drum hoist which is used for yarding or loading.

Tripper—a. A dog knocker or light hammer used to knock dogs out of logs. b. The man who used the hammer.

Triple haul—To use three donkeys in one operation, one yarding, two more either swinging or roading the logs to the landing. Also called triple yard.

Trolley—The bicycle or carriage which travels on the skyline.

Trolley log loading—A tight line system of transferring logs from roader, yarder, or cold deck to cars. Loading hooks were hung from a big trolley riding on a tight line and hauled back and forth by a racking line.

Truck—a. In earlier days a railroad logging truck. See detached truck, logging truck. b. Now a motor truck. Log hauling by truck began to be fairly common in Northwest woods about 1915; and because of greater flexibility and the decline of big stands of timber, rapidly displaced railroad logging.

Truck chance—A truck logging operation. The term is being forgotten since practically every operation now uses trucks.

Truck pole road—A logging road for trucks, built of timbers hewed off on top and flanged to keep the wheels on the track. This was the forerunner of the plank road so widely used in later years.

Tuck—To lift a strand in a wire rope and tuck another strand under it when splicing.

Tump line—Back in the days when woodsmen were men and packed their gear in packsacks, the load on the back was eased by running an extra band from the sack around the forehead and back to the packsack. By straining the head forward a large part of the weight could be taken off the shoulders. Copied from Indian packers.

Turkey—A bed roll or small personal pack.

Turn—A number of logs dogged together to make a string, in animal skidding days. Now means one or more logs brought to the landing at one time by cable or cat.

Turn around—a. A wide spot in the road for turning equipment. b. A circle built at the end of a dead end road.

Turn around the tree—To move a donkey to the opposite side of a spar tree in order to yard the unfinished half of a setting.

Turn hooker—A rigging slinger on a cat side.

Turn table—A table to turn a truck on a wooden road.

Turn the donkey—Same as turn around the tree.

Turn up the pops—To set up retainer valves of the air brake system before taking a train down a long steep hill.

Turney cable saver—A patent device for narrowing the drum on a donkey.

Turney friction—A type of clutch applied to donkey engine drums.

Turnout—A passing track on a one-way truck road.

Turtle back—a. A combination log bunk and car stake. b. A chunky yarding block. c. A railroad car replacer.

Twin hooks—Two hooks fastened together with a link; can be opened to take a line or a link of chain, will stay closed under a pull.

Twins—Loggers who always work as a pair.

Twister—When stumps do not appear strong enough to give a safe tail hold for a skyline, several of them may be coupled together with loops of cable. A stout stick is used as a twister to tighten up the lines. With the pull spread over a number of stumps, no one stump is likely to pull out.

Twitch—a. An ox goad. b. To skid small logs with a horse.

Two bunk car—A standard skeleton car, a little over 40 feet long.

Two burnt holes in a blanket—The way eyes feel after a hangover.

Two-faced—A double-bitted ax.

Two-line system—An incline operated as the Sessom's system.

Two poke unloader—A gill poke with two swinging booms for shoving logs off cars.

Two-pole chute—Two poles hewed to form a V on the inner surfaces, making a chute for small logs.

Two-run cruise—A ten per cent estimate of standing timber.

Two-speed—A yarding donkey, either direct or compound geared, with a low gear ratio for starting and heavy pulling, and a high gear ratio for rapid travel once the load was under way. High gear was used on the haulback to return the butt rigging to the woods. The first two-speed was an important advance in donkey engine building. One of the best known was the Turney two-speed special, built by Willamette. Three-speed and four-speed donkeys were also built but never as widely used.

Two-wheeler—A set of high wheels.

Tyee—a. Top man, the boss; from the Indian, meaning chief. b. The name of an old time donkey engine.

Tyler system—A tight line method of logging using a three-drum donkey. Beside the main line and haulback there is a lifting line which is anchored to a stump at the tail tree end. A fall block rides in the bight of the lifting line and is lowered to the ground for hooking on logs, then raised for the ride to the landing.

U

Ukulele—A short handle shovel.

Ukulele choker—A modern choker hook.

Under barker—He barked what the top barker left undone, after the log was rolled over on its skinned side. At one time logs were completely barked before skidding with animals. A team would roll the logs over with a swamp hook, so the logs could be worked on between the times when turns were skidded out.

Underbrush—a. Brush under a stand of timber. b. Brush of any kind. c. A logger's word for unimportant things.

Underbuck—To undercut a log.

Undercant—To put a choker on a log to make it roll counter-clockwise.

Undercut—a. The first cut made in falling a tree; it determines the direction of fall. b. To make an undercut. c. To cut a wedge from below in log bucking, to relieve a bind.

Undercutter—a. A tool used to support the back of a crosscut saw when making an undercut in bucking. An ax handle is sometimes used for the purpose. b. In old days of hand falling, an undercutter was an expert faller who did nothing but make the undercut, leaving the back cut to less experienced men.

Underlay—To spool line on to a drum from the under side.

Unfold—To unwind a kink in a wire rope.

Unhook man—A chaser; also called unhooker.

Unit—Both yarding and loading engines set up on one car, in railroad logging. A unit was used on a high lead show in B. C. as early as 1906.

Universal lead—A fairlead in all directions; obtained by using a rotating steel tower as the head spar on a skidder operation.

Unlay—To separate strands of a wire rope.

Unload—To jump out of danger, particularly to get off a runaway.

Unloader—A man working at the dump to get logs off cars or trucks.

Unrig—To take the lines and blocks down from a yarding or loading tree.

Up-and-down—An old time hand car used by the steel gang or track crew; a motor car is used now.

Up-end a line—To cut in the middle a line which is beginning to wear at that point, splice the fresh outer ends together, and thus get the worn parts on the ends.

Up-end a log—To change ends with a log in order to lay the butt end in the proper direction when building a load.

Up-end it—To reverse or change ends with something.

Uphill haul—a. A hard luck show. b. The best method in high lead logging since the rise of the main line gives an extra lift to the incoming logs, and reduces the hang-ups.

Upright donkey—A Dolbeer-type donkey with a vertical spool instead of horizontal drums; the earliest type of donkey in the woods.

Upright roller—A vertical roller with large flanges, used to hold the cable on bends in the road, prevent it from cutting into the bank or nearby trees. This roller was often spiked to trees or stumps.

Useless as a one-legged man at a kicking match—Not much good.

Utility drum—A small drum on a donkey used for rigging up, car-spotting, odd jobs.

Utility engine—A small steam engine on skidders used to power the straw line, spotting line, and drums for tightening the heel blocks.

Utility man—A good all around logger, handy in many spots.

V

V bed—A V-shaped undercut used in falling small timber, with the idea of preventing kick back. The tongue of the V stuck down over the stump, holding the butt on that side.

V lead—In yarding or swinging, a lead less than a square lead, the line forming a V; hard on the line and dangerous for the crew.

Valve oil—Any dark liquid around camp.

Valves square—A locie in top working order.

Vamoose—Get out, make yourself scarce.

Vanderpool—A type of swivel butt rigging with the main line, haulback, and butt hook all attached by swivels to a cloverleaf rigging plate. All lines could turn without twisting.

Varmint—Any wild or dangerous animal, such as a cougar.

Vegetable fireworks—Beans.

Virgin forest—a. An untouched forest. b. Hasn't been axed yet. c. Old growth timber. d. Not easy to get.

Vollans' cradle—A system of bundling logs into rafts for short tows on Puget Sound. Invented by B. H. Vollans of Everett.

Volume—The amount of timber on an area of forest land, in a tree, or in a log, all expressed in board feet.

Vulcan—An old time steam donkey built by the Vulcan Iron Works, Seattle. Was said to have "a stronger pull than a New York politician."

W

Wade—An early gas drag saw; as a result, various types were called Waders.

Wagon—To haul logs from the woods on a four-wheeled wagon.

Wahoo—a. A kink in a line or a choker. b. Anything out of line, same as meow.

Wakes up like a goose in a new world every morning—Scatterbrained.

Walk a cat—To move a tractor from one place to another under its own power, instead of carrying it on a transport.

Walk 'em in—To choke logs in the middle, so that they come in to the landing end over end.

Walk the bugs to death—To turn a shirt inside out so the lice have to walk all the way around to the front to get in again.

Walkaway Burns—A man who walks off the job with no excuse. From a famous teamster in early pine logging days who continually walked off the job for the slightest cause.

Walking anchor—a. A movable tail hold, also called walking anchorage; used to keep the tail hold straight behind the skyline on a skidder show. b. A combination of tail hold and a line attached to a purchase block to put added tension on the skyline when changing a road.

Walking appetite—The biggest eater in camp.

Walking boss—A side push looking after two operations, spends part of his time just going to and from (but in a pickup, not on foot).

Walking Dudley—A power car on a logging incline. It pulled itself, or "walked," up and down the hill, by means of a big cable which was wrapped several times around a large wheel on the car. This was turned by a steam engine. Sol Simpson, of the Simpson Logging Company, Shelton, Washington, was said to be the inventor. Some walking Dudleys handled loaded log cars down the hill, others trailed a string of logs down the saddled ties.

Walking guy—A guy line on a steel tower skidder, anchored to a stump and rigged so it could be moved easily when changing roads.

Wanigan—a. A boat or raft following along behind the drive with the camp aboard. From Indian word wangun, in Maine, meaning bait. Hence wanigan became the bait boat or the eats boat. b. A float camp along the southeastern Alaska coast.

Wanigan car—A camp commissary and office car in a railroad car camp.

War bag—A packsack.

War club—An ax handle, pick handle, brake hickey, or other club useful in a fight.

War department—A wife.

War whoops—Indians.

Warming fire—A small fire built in cold or wet weather by woods crews; a great source of danger when left untended.

Warp—To move something into position gradually.

Warp it to him—To make it very tough for a man.

Warrington—A wire rope pattern in which all wires are of about equal size.

Wash house—A bath house in a logging camp; generally has laundry tubs, too.

Washington fir—Douglas fir.

Washington Flyer—A donkey engine built by the Washington Iron Works.

Washington Logger—Another Washington Iron Works donkey.

Washout—An emergency stop signal.

Watch fob—An early name for a small logging block.

Watchman—a. A man left on a logging operation after the end of the day's work to watch for fires; required by law in Northwest woods. b. A man tending steam donkeys or locies overnight, gets steam up ready to go in the early morning.

Water and chalk—A poor grade of milk; maybe the cook is in cahoots with the supplier.

Water hole—a. A small creek dammed up, or a hole dug out, to make a place where tank trucks can be filled; also to make a supply for filling tanks to cool truck brakes. b. A place to get a drink, hence a saloon.

Water horse—In the early days, when logging donkeys were so small that they used little water in the course of a day, it was common practice to haul water to them in canvas bags on a pack horse. The water was dumped in a barrel which served as a tank for the donkey.

Water logs—To deliver logs to a pond or booming grounds.

Water mark—A chunk chipped out of the bark on a log to serve as a log brand.

Water scale—The scale of logs in a boom or raft.

Water slide—A log chute.

Water slinger—a. A water boy. b. A man who carried water to sling under logs to prevent stalling on flat or dry ground when being skidded by animal.

Water the brakes—To let water drip on brake drums of a logging truck going down a long hill.

Water up—a. To fill a tank with water. b. To stop for a drink (often not water). c. To thin the soup.

Water buck—Anybody carrying water to a crew.

Waterfall—A donkey with one drum higher than the other so lines would not foul.

Waterhouse hook—A butt hook locked by a spring latch; invented by Rollie Waterhouse, Oregon logger.

Way car—An all-purpose railroad car used as caboose, and also to carry supplies to camp.

Wear a feather—A locie steaming into camp with the safety valve blowing off steam was said to wear a feather.

Weather-beat—A logger kept off the job by wind, snow, low humidity, etc.

Weathered—A logger who has been toughened by many years out in the open.

Web—a. That part of a sheave between the hub and the outer groove; it may be either solid or spoked. b. That part of a rail connecting the running surface and the base.

Weighs heavy, don't he?—Said of a man who thinks too well of himself.

West Coast—The West Coast Lumbermen's Association of operators and other lumbermen in the Douglas fir region.

West side—West of the Cascade Mountains.

Western pine—Ponderosa pine.

Western Pine—The Western Pine Association of lumbermen in the pine country of the western states.

Western soft pine—Ponderosa pine.

Wet ass—A steamer with a stern paddle wheel which splashed water over the back end of the boat. In the logging camps this term referred to the tug boats used to tow log booms on the River and the Sound; and to passenger steamers which carried loggers to and from camp.

Wet down—To sprinkle around a donkey to prevent fires from falling sparks.

Wet rag law—The fire law which requires operators to close down their logging when the humidity drops to 30 per cent. The danger point is determined by comparing readings on two thermometers, one kept damp with a cloth, hence the wet rag.

What loggers do all winter—Wonder what they did with all the dough they made last summer.

Wheel—a. A block; a pull using two blocks is a two-wheel pull; tail wheel is another name for tail block. b. To haul logs by big wheels in the pine country. c. To make a fast run.

Wheel camp—In the pine country, a logging camp using big wheels, as opposed to other camps yarding by different methods.

Wheel cat—A cat yarding with an arch or hauling big wheels.

Wheel loader—An early day rustler, sort of a choker setter, who fixed the chains around loads of logs to be hauled by big wheels.

Wheel team—A team used in yarding logs with big wheels, as opposed to bunching or loading teams.

Wheeler raft—A flat ocean-going raft built first with a hole in each log through which a toggle chain was passed, attaching the log to a tow chain. Later only the center line of logs was solidly coupled, and swifter lines were woven over and under the logs parallel to the center line.

When the short logs come down—The tail end of the drive, when the small light logs have been rounded up from the banks and kicked back into the river.

Where he sits is the head of the table—The top dog.

Whiner—A mosquito; usually said ———— mosquito.

Whingety-whong-whang-whoo bird—Sleeps with its head in a very peculiar place and has to be impolite to get it out again in the morning.

Whip—a. The vicious snap back and forth of a line when suddenly tightened after it has been slacked off. b. Chokers flying in all directions when jerked out of a turn after it has been unhooked at the landing; when snapping back to the woods; or when they slip off logs. c. A young tree which will spring around when hit by a line. d. The movement of a crosscut saw up and down, making an uneven cut in falling, particularly on a hillside.

Whip and a luff—Two sets of blocks used as in tightening a skyline, when one set of blocks does not give enough power to do the trick.

Whip tender—A choker setter on an early day cable logging operation.

Whipsaw—a. A bad situation. b. Originally to saw boards by hand with a heavy rip saw; from which, now means any deal which gets a man both coming and going.

Whirligig—Spokes at the end of a log unloading boom.

Whirl lizzy—A violent whirlwind caused by the draft of a forest fire. Also called whirl dizzy.

Whiskers—a. Ends of cables sticking out at splices, or broken wires on a cable, same as jaggers. b. Seniority on a job—long whiskers, long time on the job.

Whiskey jack—A jay bird which follows loggers around in the woods to get any scraps thrown away at lunch time.

Whiskey jack lunch—A poor lunch, might as well throw it to the birds.

Whistle—A signal passed from the rigging slinger to the whistle punk to the donkey puncher.

Whistle bug—Same as bug.

Whistle punk—The man or boy who passes signals from the rigging slinger or choker setter to the donkey engineer when yarding logs. This is the starting job in a logging crew, and a lot of fun is made of a green whistle punk; but if he makes a mistake in signals there will be some dead choker setters.

White—A fine man to work for, or with.

White collar job—a. A job in camp, particularly when the weather is rough for men in the woods. b. An easy show.

White-haired boy—Favorite of the boss.

White pine—For quite a time in early Northwest logging, ponderosa or yellow pine was called western white pine, Oregon white pine, or California white pine. The "town" of White Pine operated by the Baker White Pine Lumber Company in eastern Oregon, was a yellow pine camp, and probably never cut a white pine tree. The true western white pine is the Idaho white pine, according to loggers and lumbermen. To confuse the thing further, sugar pine is also referred to as California white pine.

White water man—Actually an old time skilled river driver, very scarce now; sometimes used to jeer at a clumsy man who falls off logs in a quiet mill pond.

Whitewash—Milk.

Whitewoods—The term used in the redwood country for species of trees other than redwoods.

Whittler—A logger too ancient to do anything but sit and whittle.

Wickiup—A shelter, sometimes used to mean a shack or a bunkhouse (from the Indian).

Wide face—An old time donkey engine with unusually wide drums to hold a long line for a lengthy road haul. The broad drum also allowed a wide lead to either side.

Wide face block—A Tommy Moore or similar block with a wide sheave and throat.

Widen on 'er—To open up the throttle.

Widow maker—a. A loose limb or top, or piece of bark which may fall on a logger working beneath it. b. A tight bent vine maple or other small tree whose outer end when cut may fly up and catch the axman under the chin.

Wigwam—Two or more trees lodged together when falling timber.

Wigwam-maker—A faller who has got himself into a jackpot with several cut trees wedged together.

Wild eye—A molle, temporary loop in a cable.

Wild timber—Trees growing every which way, very hard to fall to the lead.

Willamette—a. A donkey built by the Willamette Iron Works of Portland. b. A geared locomotive built by Willamette on the Shay design, and called the "Pacific Coast Shay."

Willamette hill climber—A "walking dudley" power unit used on logging road inclines. It was said to operate on grades up to 25 per cent.

Winch—A powered drum used to pay out or reef in cable.

Winch head—A gypsy head or spool, or a small donkey drum.

Winch it—To pull a load slowly along the ground.

Wind—The amount of winding or twisting grain in a log.

Wind jammer—a. A donkey used on a railroad or a pole chute incline. The descending load was snubbed by compressing air in a reservoir; this built-up pressure was used to return the rigging. b. A concertina. c. An air brake.

Wind shake—A crack in a tree caused by high winds.

Wind so strong it would blow your socks off—A considerable breeze.

Wind squeezer—An air compressor.

Windbroke—a. An animal which has been strained by overwork and cannot breathe properly. b. A man with asthma, or a bad coughing spell. c. An engine with a leaky gasket.

Windfall—Actually any tree which has blown down, but mostly used to mean a down log which is still worth yarding in to the landing.

Windfall bucker—A logger sent into the woods before the regular fallers and buckers to cut up windfall logs so that they would not hold up yarding.

Windfirm—A seed tree not likely to be blown down.

Winding drum—An old name for the main drum of a donkey on a ground lead show.

Windmill—Same as whirligig.

Windsqueezer—A Washington Iron Works diesel tower skidder, perhaps the largest ever made. So called because five engines on the loading end were operated by compressed air. The yarding end was direct drive diesel. Built in 1928, weighed 459,000 pounds.

Windy shot—A blast which blows more air than rock or dirt.

Wing dam—A log or rock barrier built part way out into a stream to change the current and prevent logs from hanging up in driving.

Wing log—a. A side log in a boom. b. An outside log on a load, above the bunk log, not on the bottom tier.

Winos—Boozers who prefer wine; usually too beat up to stand the gaff of the woods, they are found on temporary jobs because they can't hold steady ones.

Winter cut—Poles cut during the winter, more difficult to peel but are thought to check less because they contain less moisture than those cut in the spring.

Winter of the blue snow—Blue snow fell one winter during Paul Bunyan's operations; hence applied to any very unusual winter weather conditions.

Winter show—a. A logging operation using rocked all-weather roads. b. An operation below the heavy snow belt, not likely to be shut down by winter weather. c. A very cold job.

Wipe the clock—To make an emergency stop, reduce the pressure on the air gauge to zero.

Wire a car—In loading a flat car with poles or piling, heavy wire is used to pull in the car stakes on either side of the flat, to secure the load.

Wire ax—An old double-bitted ax driven into a stump, with the exposed edge used as a cutting face to cut cable, by pounding it with a hammer.

Wire fall—A fall block used with wire rope.

Wire in—To lay the whistle punk's wire from the woods to the donkey.

Wire tender—Same as spool tender.

Wirkkala—A double-barreled donkey with four cylinders and four drums, arranged so that the power of all engines could be applied to one drum if need be. The engine was a combination yarder and roader and could be used also for a standing line or slackline skidder.

Wirkkala hook—The choker hook commonly used today. The basic patent was obtained by Oscar Wirkkala, modified by Bardon.

Wirkkala system—A slackline method of yarding using two donkeys.

Witness—A man who stands back and lets others do the work; a watcher.

Witness tree—One of several trees scribed and recorded in survey notes to mark the location of a section corner.

Wob—See Wobbly.

Wobbly—a. A member of the Industrial Workers of the World, which organization flourished at the time of the first world war. b. Any other radical.

Wobbly horrors—Something to give a logging superintendent the shakes; a go-around with Wobblies in camp.

Wolf link saw—An early electric power saw.

Wolf tree—A large rough tree generally no good for lumber.

Wolff & Zwicker—An old time logging donkey.

Wood—A log, a tree, or a forest.

Wood buck—A man who operated a power drag saw to make fuel for a wood burning donkey or locie.

Wood burner—Originally a wood-fired locie or donkey; now means anything old-fashioned, particularly the large heavy silver watches known as "turnips" outside the woods.

Wood butcher—a. A green bucker. b. A wood cutter.

Wood chopper—In some camps meant a wood buck; in others, a man who helped the wood buck.

Wood cutter—Same as wood buck.

Wood 'er down—To tie on a heavy load of logs to a donkey in yarding, or to a truck in hauling.

Wood line—A line used to pull wood logs to the side of the donkey.

Wood log—At one time this was a cull or other poor log of any kind, fit only for fuel wood; with better markets a wood log with only a small quantity of clear wood may be worth enough to pay its way through the mill.

Wood split—Same as wood buck.

Wood splitter—Same as cordwood splitter.

Wood up—To load wood cars or the wood rack on a locie tender with fuel wood.

Wood yard—A place where logs are rolled up into one spot to be cut for camp fuel wood.

Wooden railroad—A temporary logging railroad using rails of wood instead of steel. At times small locies ran on these, but horses were more often used for power. West of Junction City, Oregon, the rails and trestles of the Horton Railroad still stood in 1957. This was a wooden railroad built in 1925 to carry lumber as well as logs out of the Coast Range, but it did not operate.

Woodpecker—a. A poor hand with an ax. b. A small portable sawmill back in the woods. c. A remedy occasionally offered to women cookshack employees. Had to be boiled and boiled and boiled before it was any good.

Woodpecker porch—A conk, same as squirrel porch.

Woods—a. Short for "the logging woods." This means more to a logger than any other word. It is job and home both. A man going to the woods is going to work in a logging camp. Back to the woods means back to the job. b. Also used to mean uncut timber; in this sense, the word "bush" is used in Canada.

Woods push—A foreman in a logging camp.

Woods run—Unsorted logs; the entire output of a camp sold without grading.

Work for the undertaker—Describes the action of a choker which slips off a log or suddenly snaps out of the pile at a landing and thrashes around to the great danger of any man within reach.

Work in the company's notch—a. To work a steam engine pulling a big load with the throttle and cut-off notched up to give the greatest pulling power. b. To run any engine at its most efficient speed for a given load. c. To give an extra good day's work for a day's pay.

Work in the corner—Same as work in the company's notch.

Work on the rear—To bring along the back end of a river drive.

Work steam—a. To run a steam engine with the throttle partly open, not

drifting with the steam shut off. b. To make a hard pull with a steam engine.

Work tandem—To use two roaders to take the log output from one yarder.

Work the steam dry—To get all the good out of a steam engine.

Work under a flag—To use a phoney name when applying for work, usually because of past trouble which would prevent hiring under the right name.

Works (the)—The actual logging operation.

Worms—a. Timber borers. b. Marine borers, teredoes.

Wormy—Dead timber tunneled by insects.

Would mire a mosquito wearing snowshoes—Very soft ground.

Wouldn't that ross you?—From a rosser, or debarking rig—means a situation that galls or rubs the skin off.

Wow—a. A bend or curve. b. A sweep in a log.

Wrangler—A teamster on a log skidding job.

Wrap—a. A turn of line around a drum, a stump, etc. b. To anchor a guy line by passing it around a stump a couple of turns, and spiking it fast.

Wrap it up—An order from the head loader to tie the logs down, and truck the load away.

Wrapper—A chain, or a cable with a short piece of chain on the end, bound around logs loaded on trucks to prevent spilling the load.

Wrecker—A careless worker, always getting himself and maybe other men into a jam.

Wrench—To repair equipment. Sometimes means the way a poor mechanic would tackle a job.

Write 'er out—Give me my time, I'm quitting.

X

X tree—A tree marked X is one to be saved for a spar tree, not to be cut by the falling crew.

Y

Y—A track laid out in the shape of a letter Y for turning railroad rolling stock.

YMCA whiskey—Lemonade or other soft drink.

Yacolt Burn—The tremendous forest fire in southwest Washington in 1902, roughly between the Columbia and Lewis rivers; a big fire is spoken of as another Yacolt.

Yakima pine—Ponderosa pine.

Yard—a. A set of tracks at the end of a railroad line. b. The area within reach of a donkey engine's usual haul. c. To haul logs from the woods to the landing; see yarding. d. To store loaded log cars in a yard before making up a train to go out to the dump.

Yard 'er over—Come again, what did you say?

Yard goat—A switch engine.

Yard out—To pull out finished booms to make up a tow for a tug boat.

Yardage—An early name for yarding operations.

Yarded his last turn—Quit the woods for good; or died.

Yarder—a. A donkey engine used to haul logs from stump to landing, or to yarder tree; also used occasionally to mean a tractor doing the same thing. b. A yarding block. c. A logging arch.

Yarder tree—On a two-donkey show, the tree to which logs are yarded, and from which they are swung to the landing.

Yarding—In the earliest West Coast logging, bull teams dragged logs over skids (hence skidding) from the logging woods to the yard, or landing, or dump. Horses were used to some extent, both pulling logs on skids, and hauling big wheels. This was still called skidding or wheeling. Oxen and horses were also used to haul logs from the woods to the dump on log carts running on a wooden tram. Though called hauling, it was still a kind of yarding. Then Dolbeer developed the vertical spool steam donkey engine which could drag logs in with a cable. A horse returned the line to the woods, or the loggers dragged it back out by hand. About this time, skidding became known as yarding, or ground lead yarding. Then the addition of the haulback did away with the line horse; the high lead replaced the ground lead; gas and diesel engines have largely replaced steam donkeys; and cats and arches have replaced horses and wheels. But the business of getting logs from the stump to the landing is still known as yarding.

Yarding block—A logging block generally linked by a swivel to a large hook which makes it easy to secure the block or to hang gear to it. Also called a yarding swivel block.

Yarding chance—A setting.

Yarding grabs—A pair of grabs or tongs once used in yarding.

Yarding line—The main line on some skyline yarding systems is known as the yarding line.

Yarding roller—A vertical spool used at one time to lead the rigging in a part circle back of the donkey, enabling it to yard directly back of the landing.

Yarding spool—a. A vertical spool on an old time donkey. b. A heavy sheave on a bracket, acting as a block for cable to run through in ground lead logging; it was bolted to a tree or stump.

Yarding tower—a. The big steel tower used on a steel spar skidder. b. A light tower built on a tractor.

Yellow fir—Old growth Douglas fir, highly prized by loggers.

Yellow pine—Ponderosa pine.

Yellowjacket—a. A wasp or hornet. b. A yellow striped speeder or crew car on a logging railroad.

Yoke—a. The heavy U-shaped iron by which a block is attached to a line or anchor. b. In the old days, a team of oxen; also the wooden frame by which the animals were hitched together.

Young growth—Young timber growing up after a fire or logging; also called second growth and third growth.

Yump the yob—A Swedish logger who has changed camps, or has left camp for town.

Z

Zeke—Paul Bunyan's bookkeeper; he used a peavey handle for a pen holder.

Zoogler—In the redwood country a P.F. man. See P.F.

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